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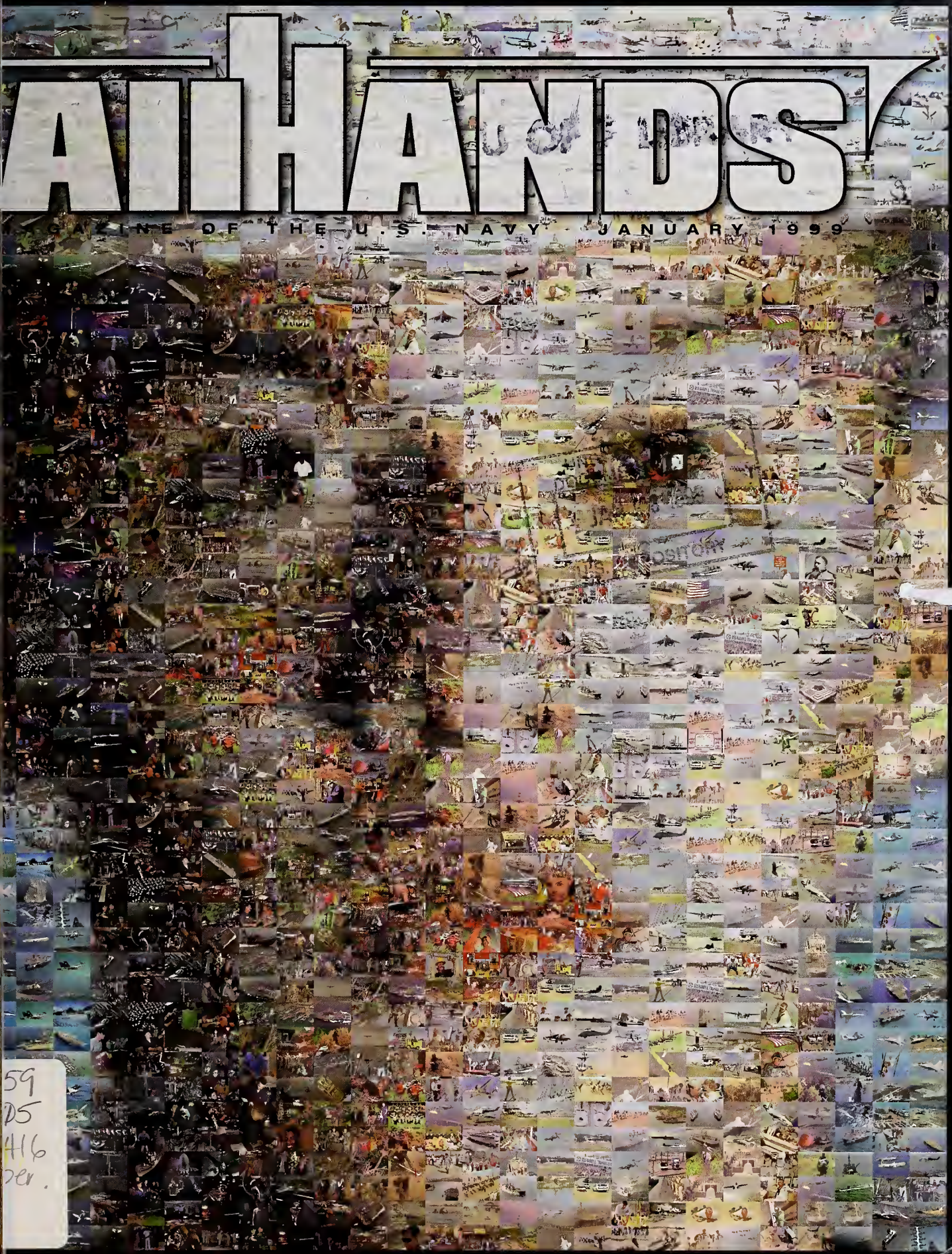
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Date(s): February Year: 1999



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WNER'S AND OPERATOR'S MANUAL 1999

All Hands

Number 981

January

Silver Ozzie Award
Winner 1998

Owner's and Operator's Manual 1999

2 **Message from the Secretary**
Newly-appointed Secretary of the Navy Richard Danzig kicks off *All Hands*' Sixth Owner's and Operator's Manual.

4 **Year in Review**
A look back at the year that was as seen through the eyes of Navy photographers.

10 **Navy Ships**
From cruisers and destroyers to oilers and mine hunters – the ships of the Surface Navy.

16 **Web Wise**
Navy (and Navy-related) websites can be extremely useful whether Sailors want to expand their knowledge of ships and aircraft or learn about their next duty station. Our guide will give you an idea of what is out there and how to find it.

18 **Navy Submarines**
Silent and deadly, the U.S. Navy's undersea force is everywhere… and nowhere.

20 **Reader Feeder**
Got some spare time? You could always pick up a good book. And the MCPON's Naval Heritage/Core Values Reading Guide is a great place to find one.

22 **Navy Aircraft**
Whether based on board one of the Navy's 12 carriers or at a shore installation, U.S. Navy aircraft remain the best in the world.



28 **Being There**
On Aug. 3, 1998, while most of America was relaxing by the pool enjoying the long, hot days of summer, the U. S. Navy was forward deployed all around the world. On that particular day, 221 of the Navy's 341 ships were underway, keeping the peace – simply by being there.

30 **Navy Weapons**
The U.S. Navy employs a wide variety of modern weapons and weapons systems. From missiles to guns to bombs, Sailors are using cutting-edge technology to put ordnance on target.

All Hands

Secretary of the Navy
The Honorable Richard Danzig

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34 Ranks
Seaman, Admiral and everything in between.

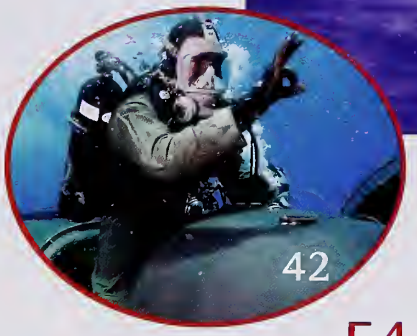
36 Enlisted Ratings
The jobs that Sailors do.

38 Order of Precedence
Every medal and device you will see on a Navy uniform all in one place.

40 Warfare Pins & Badges
All that glistens is not gold.

42 Special Duty
The Navy has a wide variety of special-duty assignments for Sailors who are looking for something new. Here you will find only a sampling of the hundreds of special programs available.

48 The Future is Now
The Navy is always moving forward with new systems, new ships and new aircraft. Find out what is coming in the 21st century.



52 Preparing for the Millennium
Are you ready for Y2K? Find out what it is and what the Navy is doing about it.

54 Re-Up
To stay or not to stay? That is the question. The Navy is committed to keeping its best Sailors "on board" and has designed these incentive programs to do just that.

55 Make the Call!
Sometimes it can be a real headache to find that phone number to a particular base or unit. We have collected some important numbers that may just save you some money on aspirin.

Special Insert:

Naval Reserve Activities
Reservists are everywhere. Just take a look.

Aircraft Carriers
A tribute to the men and women who make carriers the centerpiece of our battle groups.

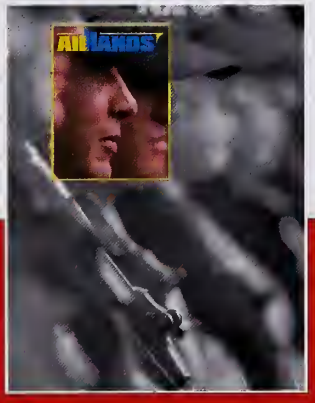
USS *Harry S. Truman*
The Navy's newest nuclear-powered carrier gets underway.

Monthly Basic Pay Table
Hey, you just got a raise! Check out our pay scale to see what you're making now.



On the Cover
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Compiled from photos provided by Chief of Information Navy News Photo Division



On the Back Cover
A member of the Presidential Ceremonial Honor Guard during a practice session on the "grinder" at Naval Station Anacostia in Washington, D.C.

Photo by JO1 Robert Benson

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Check us out online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html



Welcome to the sixth installment of the *All Hands*

Essentially an almanac of your United States Navy, it is jam-packed with useful information about everything from ships and aircraft to websites and phone numbers. In the 60 pages that follow you'll get a great overview of the Navy today and even a glimpse of what is coming tomorrow. You'll see the hardware and major systems our Sailors have at their disposal and you'll get an update on some exciting new programs, a few of which are still in the early stages of development. Most importantly, you'll come to appreciate just how well-trained and motivated American Sailors really are.

The United States Navy remains the most formidable maritime force in the world. No other navy can match it. And no other navy can defeat it. Indeed, never before has there existed a more versatile and powerful fleet. History has proved it, and current events require it. As at Vicksburg or Coral Sea, Manila Bay or the Korean Peninsula, the American Navy continues to ply the world's waterways in support of our nation's security and in defense of freedom. That is our job.

That we can do that job – and do it so well – is a testament to both America's industrial might and the strength and character of her Sailors. The Navy we put to sea today is more technologically advanced and structurally sound than it has ever been, possessing weapons systems and equipment that only a decade ago would have been considered science fiction.

Consider *Nimitz*-class aircraft carriers. Still the centerpiece of our battle groups, these vessels and



Owner's and Operator's Manual.

their airwings are continually upgraded with cutting-edge, off-the-shelf technology, making every punch delivered a knockout. And on the horizon is CVN 77 – a transitional ship, which will, in turn, lead to the next generation of aircraft carriers: CVX. Flying off the deck of CVX will be the F/A-18E/F *Super Hornet* and the Joint Strike Fighter, and augmenting future battle groups will be vessels like the DD 21 Land Attack Destroyer and *Virginia*-class submarine.

Yet for all this technology, the Navy would be an empty shell without its Sailors. It is they who make our Navy great. Every ship at sea, every plane that flies, every weapon that runs true to its target does so because a Sailor made it happen. Because a Sailor maintained it, fixed it and cleaned it. Because a Sailor learned how to use it. And because a Sailor knows how to fight it.

One hundred years ago, on the cusp of a new century, Theodore Roosevelt remarked that, "In a crisis, the man worth his salt is the man who meets the needs of the situation in whatever way is necessary." He was referring to Commodore George Dewey and his Sailors on the eve of battle at Manila Bay, but the words still ring true. Today we find ourselves on the cusp of yet another new century, faced with challenges and threats Roosevelt and Dewey could never have imagined. And yet we are ready for them, because our Navy consists of men and women who still possess that same fighting spirit, that same raw courage, and that same desire to win.

I think the front cover of this issue says it all: the United States Navy in 1999 may consist of hundreds of ships, subs and aircraft, but it is our Sailors who bring it all together.

Richard Danzig
Secretary of the Navy

February



An F/A-18 *Hornet* on board USS *Independence* (CV 62) moves into position on the catapult. *Independence* was deployed to the Arabian Gulf in support of Operation *Southern Watch.*

Photo by PH2 Felix Garza

Year in Review



Photo by PH1 Mario P. Romero

BM2 Patrick Craig from Ecorse, Mich., keeps a close eye on the weather as USS *Enterprise* (CVN 65) gets underway to evade Hurricane Bonnie.

Photo by PH2 Anthony C. Casullo



AM2 Brandon Benton (right) from Colorado Springs, Colo., and AMAN Todd Davenport from Crossville, Tenn., compare notes with "The Weather Channel" on board USS *Enterprise* (CVN 65) as Hurricane Bonnie nears the Atlantic coastline.

Photo by PH1 Mario P. Romero

March

Sailors from USS *Carney* (DDG 64) transfer provisions from a RHIB boat to their shipmates on board a detained oil tanker in the Arabian Gulf during Multinational Interception Operations (MIO) in support of Operation *Southern Watch.*



Photo by PH2 Felix Garza

A Navy MH-53E *Sea Dragon* lifts off the deck of USS *Wasp* (LHD 1) during Exercise *Dynamic Response '98*, an exercise designed to demonstrate NATO's ability to deploy strategic, Reserve forces into Bosnia-Herzegovina.

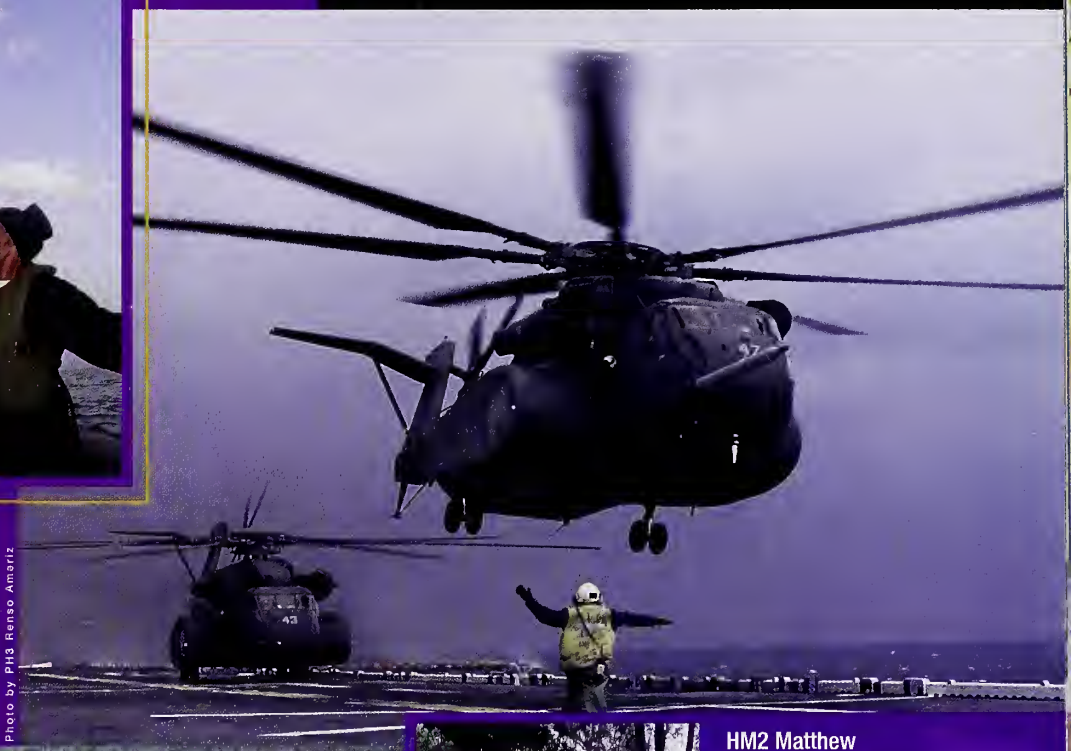


Photo by PH3 Renso Amariz



Photo by PH2 Andrew C. Heuer



HM2 Matthew Scarbrough from Dearborn Heights, Mich., tends to the wounds of a Tanzanian woman who was injured while working on the security barriers surrounding the U.S. Embassy in Dar Es Salaam, Tanzania.

An SH-60F *Seahawk* from Helicopter Antisubmarine Squadron 3 (HS-3) conducts aerial reconnaissance for authorities in Jacksonville, Fla., to assist in the deployment of fire-fighting teams.

Year in Review



Photo by JOC Eric Sesit



Photo by PHAN Sean M. Dath

More than 1,000 Sailors aboard USS *Independence* (CV 62) gather on the flight deck to say "sayonara" to Yokosuka. *Independence,* upon returning from her four-month deployment in support of Operation *Southern Watch*, was relieved by USS *Kitty Hawk* (CV 63). *Kitty Hawk* is now the Navy's only forward-deployed carrier.



Photo by PH2 Shawn Eklund

An F/A-18 *Hornet* from Strike Fighter Squadron 81 (VFA-81) prepares to launch from USS *Dwight D. Eisenhower* (CVN 69) during Operation *Dynamic Mix* in the Mediterranean Sea.



Photo by PHCS Terry Cosgrove

Secretary of the Navy John H. Dalton presents former President Jimmy Carter with a model of the *Seawolf*-class submarine that will bear his name. USS *Jimmy Carter* (SSN 23) is the third and final submarine of the *Seawolf* class. Carter, a 1946 graduate of the U.S. Naval Academy, is the only president to ever qualify in submarines.



Photo by JOC Eric Sesit

More than 20 homes were destroyed in the town of Quindici, Italy, after torrential rains caused mudslides. Seabees from Naval Support Activity, Naples, traveled to Lauro, which is about two miles from the disaster area, to set up tents to house Italian relief workers.

September



Photo by JO2 David Rush

More than 50,000 gallons of potable water were transported from Naval Station Roosevelt Roads, Puerto Rico, to the island of Vieques following Hurricane Georges.



Photo by PH1 Spike Call

Explosive Ordnance Disposal (EOD) Technicians from Mobile Unit 2, Whidbey Island, Wash., prepare to fast rope to the Canadian ship HMCS *Regina* during *RIMPAC '98.* Working with Australian Clearance Divers, EOD was called upon to help clear a jammed gun mount. *RIMPAC* is the largest multi-national, maritime exercise in the Pacific.

Year in Review



Photo by PH3 Christopher Hollaway

July

As USS *Carl Vinson* (CVN 70) pulls into Pearl Harbor, the crew renders honors to USS *Missouri* (BB 63). *Vinson* was in Pearl Harbor to take part in *RIMPAC '98.*



Photo by PH1 Benjamin D. Olvey

August

An SH-60B *Seahawk* from Helicopter Squadron Light 44 (HSL-44), Det. 6, detaches for ASW exercises during *UNITAS '98,* an exercise designed to conduct combined tactical at-sea, amphibious, riverine operations with participating naval forces in support of U.S. policy in South America.



October

An LCAC delivers vehicles and cargo into the well deck of USS *Bataan* (LHD 5) during the ship's first humanitarian mission, Operation *Disaster Relief* in Puerto Rico.

Photo by PH1 Dewitt Roseborough

Marine Cpl. Scott Hobak from Atlanta forms part of a perimeter set-up to protect *RIMPAC '98* forces during an amphibious assault landing at Barking Sands, Kauai, Hawaii.



Photo by PH1 Spike Call

September

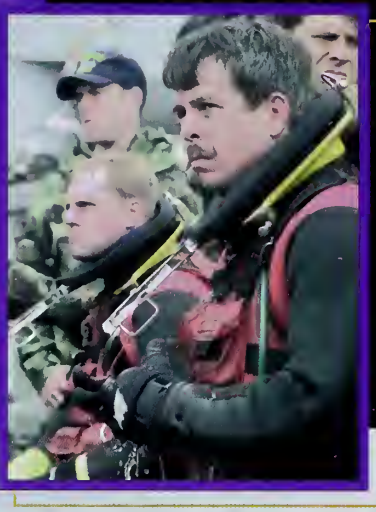


Photo by PH1 Todd P. Cichonowicz

HTC(DV) Charles Catoe and GM2(DV) Jim Urban of Mobile Diving Salvage Unit 2 (MDSU-2) prepare for a mixed-gas dive on board USS *Grapple* (ARS 53). Divers from MDSU-2 worked in conjunction with Canadian authorities to retrieve victims and aircraft debris from the crash of SwissAir Flight 111 near Peggy's Cove, Nova Scotia.

July

The Navy commissions its 8th *Nimitz*-class aircraft carrier, USS *Harry S. Truman* (CVN 75), during ceremonies held at Norfolk Naval Base.

Photo by PHC Thomas M. Hensley

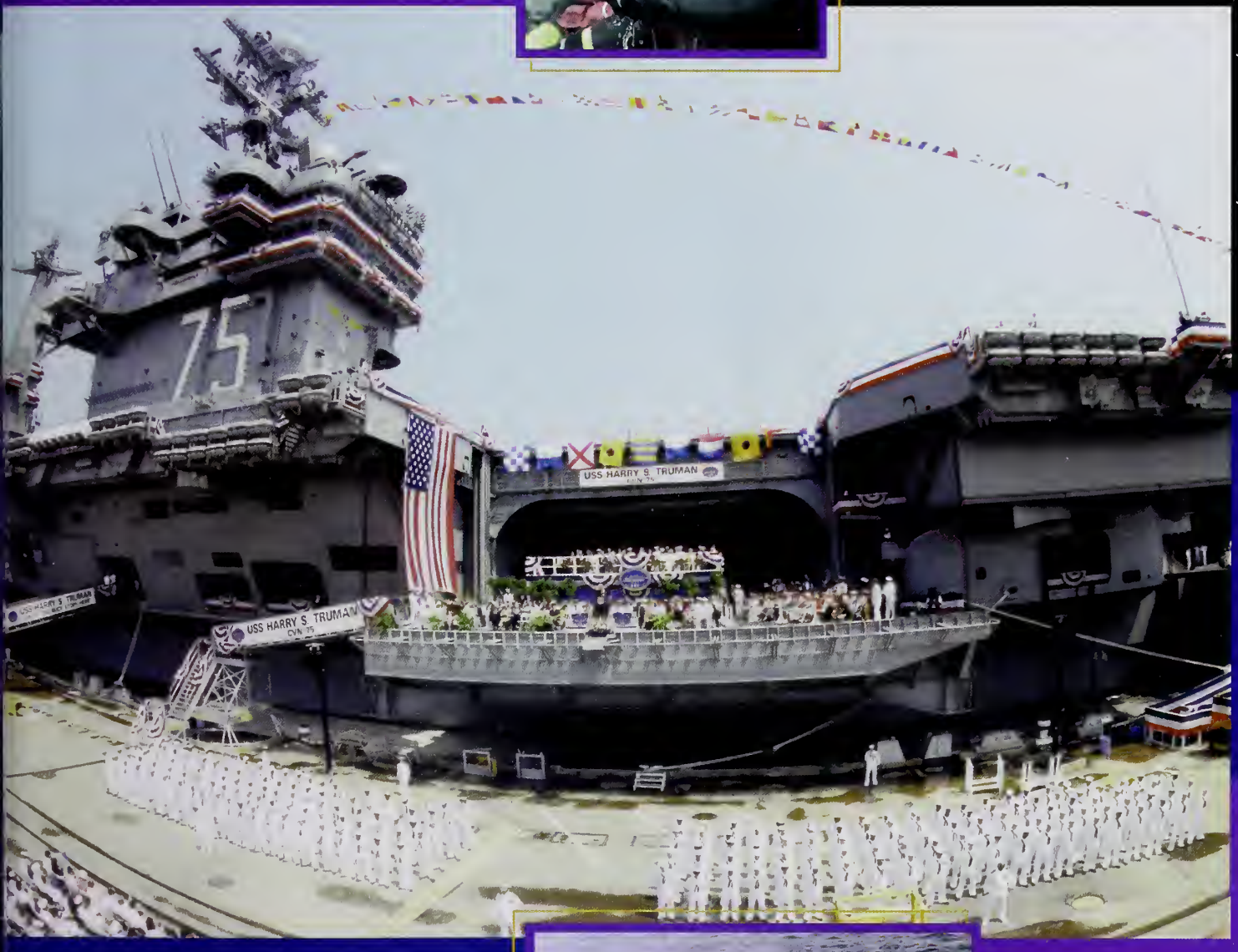




Photo by PH2 Michael W. Pendergrass

Navy SEALs on board USS *Hampton* (SSN 767) conduct fast-rope exercises with an SH-60H *Seahawk* assigned to Helicopter Anti-Submarine Squadron 7 (HS-7) during *COMPTUEX '98.*

August

NAVY SHIPS



USS *Thach* (FFG 43)

Photo by PH2 Jim Vidrine



USS *Shiloh* (CG 67)

Photo by PH1 Wayne Edwards

CRUISERS

Ticonderoga-class

USS *Ticonderoga* (CG 47)
USS *Yorktown* (CG 48)
USS *Vincennes* (CG 49)
USS *Valley Forge* (CG 50)
USS *Thomas S. Gates* (CG 51)
USS *Bunker Hill* (CG 52)
USS *Mobile Bay* (CG 53)
USS *Antietam* (CG 54)
USS *Leyte Gulf* (CG 55)
USS *San Jacinto* (CG 56)
USS *Lake Champlain* (CG 57)
USS *Philippine Sea* (CG 58)
USS *Princeton* (CG 59)
USS *Normandy* (CG 60)
USS *Monterey* (CG 61)
USS *Chancellorsville* (CG 62)
USS *Cowpens* (CG 63)
USS *Gettysburg* (CG 64)
USS *Chosin* (CG 65)
USS *Hue City* (CG 66)
USS *Shiloh* (CG 67)
USS *Anzio* (CG 68)
USS *Vicksburg* (CG 69)
USS *Lake Erie* (CG 70)
USS *Cape St. George* (CG 71)
USS *Vella Gulf* (CG 72)
USS *Port Royal* (CG 73)



USS *Gonzalez* (DDG 66)

U.S. Navy photo

DESTROYERS

Spruance-class

USS *Spruance* (DD 963)
USS *Paul F. Foster* (DD 964)
USS *Kinkaid* (DD 965)
USS *Hewitt* (DD 966)
USS *Elliot* (DD 967)
USS *Arthur W. Radford* (DD 968)
USS *Peterson* (DD 969)
USS *Caron* (DD 970)
USS *David R. Ray* (DD 971)
USS *Oldendorf* (DD 972)
USS *John Young* (DD 973)
USS *O'Brien* (DD 975)
USS *Briscoe* (DD 977)
USS *Stump* (DD 978)
USS *Moosbrugger* (DD 980)
USS *John Hancock* (DD 981)
USS *Nicholson* (DD 982)
USS *Cushing* (DD 985)
USS *O'Bannon* (DD 987)
USS *Thorn* (DD 988)
USS *Deyo* (DD 989)
USS *Fife* (DD 991)
USS *Fletcher* (DD 992)
USS *Hayler* (DD 997)

Arleigh Burke-class

USS *Arleigh Burke* (DDG 51)
USS *Barry* (DDG 52)
USS *John Paul Jones* (DDG 53)
USS *Curtis Wilbur* (DDG 54)
USS *Stout* (DDG 55)
USS *John S. McCain* (DDG 56)
USS *Mitscher* (DDG 57)
USS *Laboon* (DDG 58)
USS *Russell* (DDG 59)
USS *Paul Hamilton* (DDG 60)
USS *Ramage* (DDG 61)
USS *Fitzgerald* (DDG 62)
USS *Stethem* (DDG 63)
USS *Carney* (DDG 64)
USS *Benfold* (DDG 65)
USS *Gonzalez* (DDG 66)
USS *Cole* (DDG 67)
USS *The Sullivans* (DDG 68)
USS *Milius* (DDG 69)
USS *Hopper* (DDG 70)
USS *Ross* (DDG 71)
USS *Mahan* (DDG 72)
USS *Decatur* (DDG 73)
USS *McFaul* (DDG 74)
USS *Donald Cook* (DDG 75)
USS *Higgins* (DDG 76)*
USS *O'Kane* (DDG 77)*
USS *Porter* (DDG 78)*
USS *Oscar Austin* (DDG 79)*
USS *Roosevelt* (DDG 80)*
USS *Winston Churchill* (DDG 81)*
USS *Lassen* (DDG 82)*
USS *Howard* (DDG 83)*
USS *Bulkeley* (DDG 84)*

Kidd-class

USS *Chandler* (DDG 996)

FRIGATES

Oliver Hazard Perry-class

USS *McInerney* (FFG 8)
USS *Wadsworth* (FFG 9)**
USS *Clark* (FFG 11)**
USS *George Phillip* (FFG 12)**
USS *Samuel Eliot Morison* (FFG 13)**
USS *Sides* (FFG 14)**
USS *Estocin* (FFG 15)**
USS *John A. Moore* (FFG 19)**
USS *Boone* (FFG 28)**
USS *Stephen W. Groves* (FFG 29)**
USS *Stark* (FFG 31)
USS *John L. Hall* (FFG 32)
USS *Jarrett* (FFG 33)
USS *Underwood* (FFG 36)
USS *Crommelin* (FFG 37)
USS *Curts* (FFG 38)**
USS *Doyle* (FFG 39)
USS *Halyburton* (FFG 40)
USS *McClusky* (FFG 41)
USS *Klakring* (FFG 42)
USS *Thach* (FFG 43)
USS *DeWert* (FFG 45)
USS *Rentz* (FFG 46)
USS *Nicholas* (FFG 47)
USS *Vandegrift* (FFG 48)
USS *Robert G. Bradley* (FFG 49)
USS *Taylor* (FFG 50)
USS *Gary* (FFG 51)
USS *Carr* (FFG 52)
USS *Hawes* (FFG 53)
USS *Ford* (FFG 54)
USS *Elrod* (FFG 55)
USS *Simpson* (FFG 56)
USS *Reuben James* (FFG 57)
USS *Samuel B. Roberts* (FFG 58)
USS *Kauffman* (FFG 59)
USS *Rodney M. Davis* (FFG 60)
USS *Ingraham* (FFG 61)

*Under Construction
**Naval Reserve Force, Active



U.S. Navy photo

USS *Mount Whitney* (LCC 20)



U.S. Navy photo

USS *Peleliu* (LHA 5)



Photo by PHAN Richard W. Williams

USS *Boxer* (LHD 4)



USS *Coronado* (AGF 11)

USS BELLEAU WOOD
LHA 3

AMPHIBIOUS COMMAND

Blue Ridge-class

USS *Blue Ridge* (LCC 19)
USS *Mount Whitney* (LCC 20)

LaSalle & *Coronado*-class

USS *LaSalle* (AGF 3)
USS *Coronado* (AGF 11)

AMPHIBIOUS ASSAULT

Tarawa-class

USS *Tarawa* (LHA 1)
USS *Saipan* (LHA 2)
USS *Belleau Wood* (LHA 3)
USS *Nassau* (LHA 4)
USS *Peleliu* (LHA 5)

Wasp-class

USS *Wasp* (LHD 1)
USS *Essex* (LHD 2)
USS *Kearsarge* (LHD 3)
USS *Boxer* (LHD 4)
USS *Bataan* (LHD 5)
USS *Bonhomme Richard* (LHD 6)
USS *Iwo Jima* (LHD 7)*



Photo by PH3 Kenneth A. Pace

USS *Denver* (LPD 9)

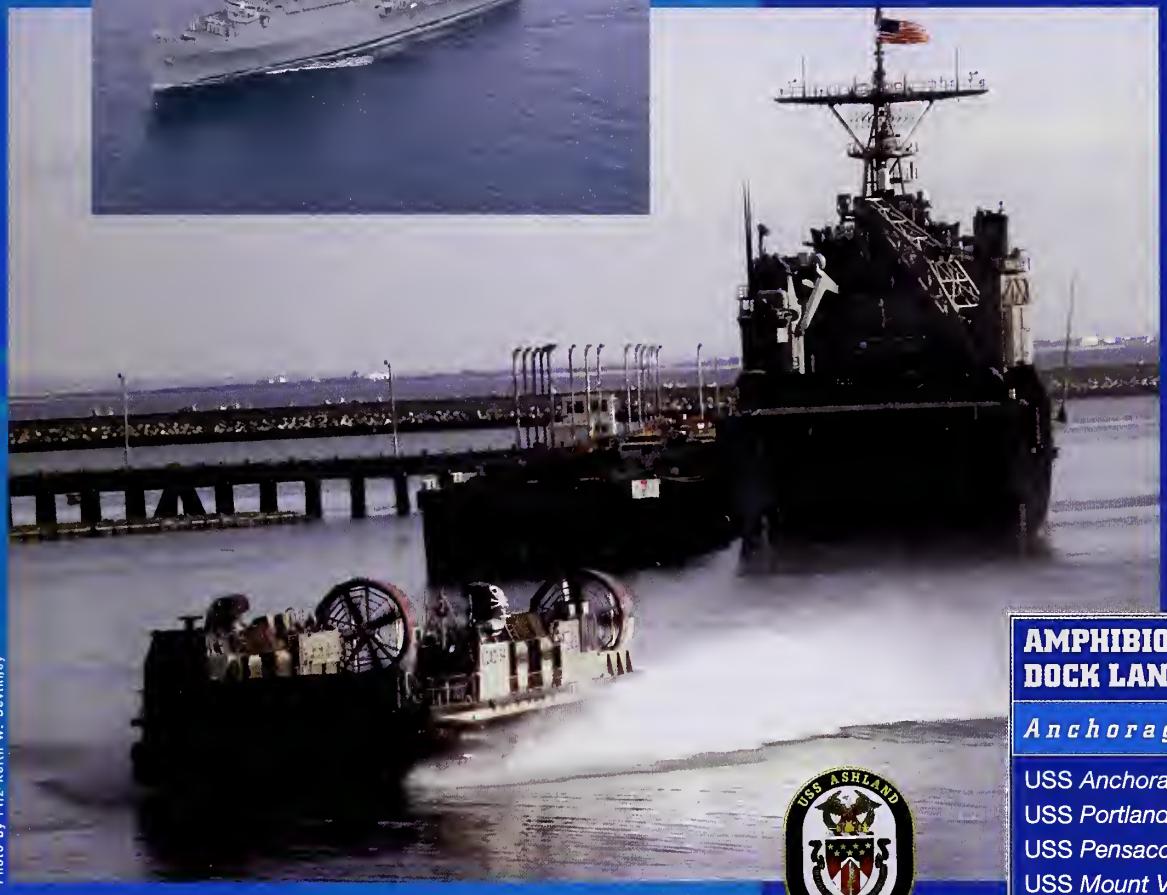


Photo by PH2 Keith W. Devinney

USS *Gunston Hall* (LSD 44)

AMPHIBIOUS DOCK LANDING

Anchorage-class

USS *Anchorage* (LSD 36)
USS *Portland* (LSD 37)
USS *Pensacola* (LSD 38)
USS *Mount Vernon* (LSD 39)

Whidbey Island-class/ *Harpers Ferry*-class

USS *Whidbey Island* (LSD 41)
USS *Germantown* (LSD 42)
USS *Fort McHenry* (LSD 43)
USS *Gunston Hall* (LSD 44)
USS *Comstock* (LSD 45)
USS *Tortuga* (LSD 46)
USS *Rushmore* (LSD 47)
USS *Ashland* (LSD 48)
USS *Harpers Ferry* (LSD 49)
USS *Carter Hall* (LSD 50)
USS *Oak Hill* (LSD 51)
USS *Pearl Harbor* (LSD 52)

AMPHIBIOUS TRANSPORT DOCK

Austin-class

USS *Austin* (LPD 4)
USS *Ogden* (LPD 5)
USS *Duluth* (LPD 6)
USS *Cleveland* (LPD 7)
USS *Dubuque* (LPD 8)
USS *Denver* (LPD 9)
USS *Juneau* (LPD 10)
USS *Shreveport* (LPD 12)
USS *Nashville* (LPD 13)
USS *Trenton* (LPD 14)
USS *Ponce* (LPD 15)

San Antonio-class

USS *San Antonio* (LPD 17)*



Photo by PH2 Ted Banks

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**Naval Reserve Force, Active



U.S. Navy photo

USS *Chief* (MCM 14)



Photo by PH3 Laine Altshuler

USS *Frederick* (LST 1184)

AMPHIBIOUS TANK LANDING

Newport-class

USS *Frederick* (LST 1184)**
USS *LaMoure County* (LST 1194)**

AUXILIARY SHIPS

Kilauea-class

USS *Mount Hood* (AE 29)

Cimarron-class

USS *Monongahela* (AO 178)
USS *Willamette* (AO 180)
USS *Platte* (AO 186)

Sacramento & *Supply*-class

USS *Sacramento* (AOE 1)
USS *Camden* (AOE 2)
USS *Seattle* (AOE 3)
USS *Detroit* (AOE 4)
USS *Supply* (AOE 6)
USS *Rainier* (AOE 7)
USS *Arctic* (AOE 8)
USS *Bridge* (AOE 10)

Safeguard-class

USS *Safeguard* (ARS 50)
USS *Grasp* (ARS 51)
USS *Salvor* (ARS 52)
USS *Grapple* (ARS 53)

L.Y. Spear-class

USS *Simon Lake* (AS 33)

Emory S. Land-class

USS *Emory S. Land* (AS 39)
USS *Frank Cable* (AS 40)
USS *McKee* (AS 41)

SHIPS



USS *Inchon* (MCS 12)

U.S. Navy photo

MINE WARFARE

Avenger-class

USS *Avenger* (MCM 1)**
USS *Defender* (MCM 2)**
USS *Sentry* (MCM 3)**
USS *Champion* (MCM 4)**
USS *Guardian* (MCM 5)
USS *Devastator* (MCM 6)
USS *Patriot* (MCM 7)
USS *Scout* (MCM 8)
USS *Pioneer* (MCM 9)
USS *Warrior* (MCM 10)
USS *Gladiator* (MCM 11)
USS *Ardent* (MCM 12)
USS *Dextrous* (MCM 13)
USS *Chief* (MCM 14)

Iwo Jima-class

USS *Inchon* (MCS 12)**

Osprey-class

USS *Osprey* (MHC 51)
USS *Heron* (MHC 52)**
USS *Pelican* (MHC 53)**
USS *Robin* (MHC 54)**
USS *Oriole* (MHC 55)**
USS *Kingfisher* (MHC 56)**
USS *Cormorant* (MHC 57)**
USS *Black Hawk* (MHC 58)**
USS *Falcon* (MHC 59)**
USS *Cardinal* (MHC 60)**
USS *Raven* (MHC 61)
USS *Shrike* (MHC 62)*



Photo by PH1 David Tilton

USS *Raven* (MHC 61)

PATROL BOATS

Cyclone-class

USS *Cyclone* (PC 1)
USS *Tempest* (PC 2)
USS *Hurricane* (PC 3)
USS *Monsoon* (PC 4)
USS *Typhoon* (PC 5)
USS *Sirocco* (PC 6)
USS *Squall* (PC 7)
USS *Zephyr* (PC 8)
USS *Chinook* (PC 9)
USS *Firebolt* (PC 10)
USS *Whirlwind* (PC 11)
USS *Thunderbolt* (PC 12)
USS *Shamal* (PC 13)



Photo By PH2 Richard Rosser

USS *Sirocco* (PC 6)

*Under Construction
**Naval Reserve Force, Active

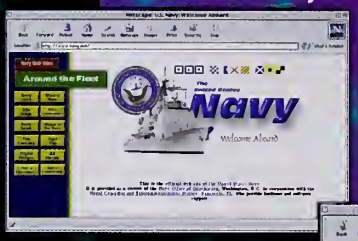
Web Wise

Navy (and Navy-related) sites can be extremely useful when Sailors want to expand their knowledge of ships, aircraft and weapons systems as well as those commands and areas of the world where they might be stationed next.

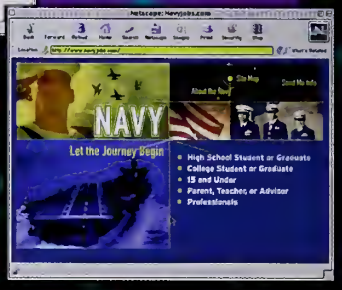
The list presented here is by no means comprehensive (that, of course, would be impossible). It is simply meant as a "guide" to show you what is out there and to get you started. We've attempted to list sites relating to as many areas of Navy life as possible (and many of them have links to other sites).

The list was accurate at press time. However, site addresses and composition can change, so learn to use the various search engines available to find the site (or information) you're looking for.

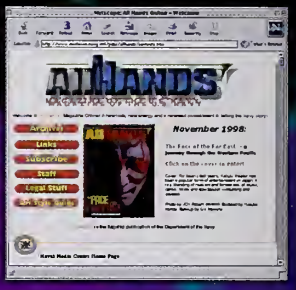
If you know a site that might be of interest to Sailors and their families, e-mail the URL to CyberSailor at cybersailor@mediacen.navy.mil.



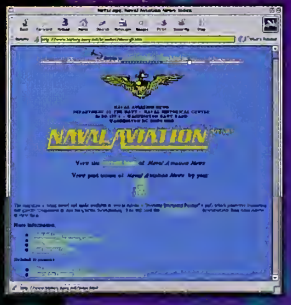
U.S. Navy



Navy Jobs



All Hands



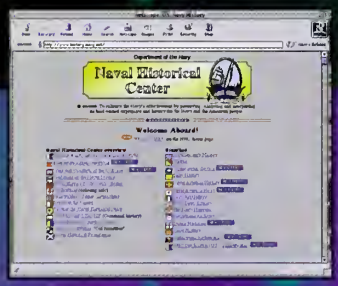
Naval Aviation News

Getting Started

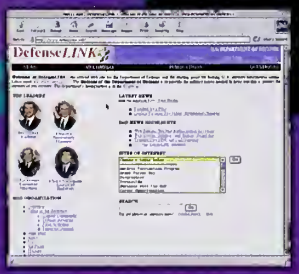
U.S. Navy (www.navy.mil) – The official Navy website with news, information, images and an overview of the organization, ships, aircraft, etc., of the U.S. Navy.
Navy OnLine (www.ncts.navy.mil/nol) – One of the best lists of links to Navy sites worldwide.
Navy Jobs (www.navyjobs.com) – Know someone looking for a Navy career? Here's the place.
Naval Historical Center (www.history.navy.mil) – The past is present at the Navy's official history site.
DefenseLINK (www.defenselink.mil) – Look no further for news and information about DOD.

Publications

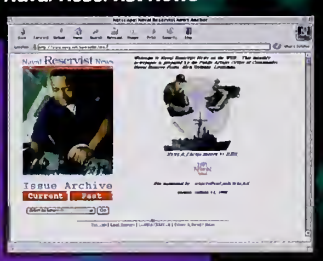
Navy Directives (http://neds.nebt.daps.mil) – Get the latest Navy instructions on line.
All Hands (www.mediacen.navy.mil/pubs/allhands/contents.htm) – The Official Magazine of the U.S. Navy.
Captain's Call Kit (www.mediacen.navy.mil/pubs/cck/cckhome.htm) – A quarterly assortment of "news you can use," policy and program information.
Navy News Service (www.chinfo.navy.mil/navpalib/news/navnews/.www/navnews.html) – The principal news service of the Department of the Navy.
Naval Aviation News (www.history.navy.mil/branches/nhcorg5.htm) – Get the latest information about the world of naval aviation.
Naval Reservist News (www.ncts.navy.mil/navresfor/nrn) – An outstanding publication dealing with the U.S. Naval Reserve.



Naval Historical Center



DefenseLINK



Naval Reservist News

Organizational

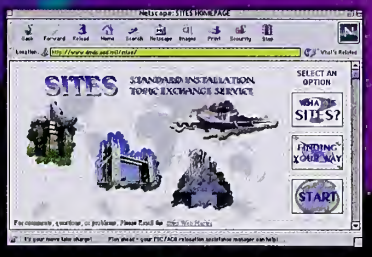
U.S. Pacific Fleet (www.cpf.navy.mil)
U.S. Atlantic Fleet (www.atlanticfleet.navy.mil
U.S. 3rd Fleet (www.comthirdflt.navy.mil/c3f)
U.S. 6th Fleet (www.naples.navy.mil/c6f)
U.S. 7th Fleet (www.c7f.navy.mil)
Naval Forces, Europe (www.cne.navy.mil)
Naval Forces, Japan (www.cnfj.navy.mil)
Naval Forces, Marianas (www.guam.navy.mil/home.htm)
Naval Forces, Korea (http://144.59.63.170)
Naval Forces, Central Command (www.centcom.mil/new_pages/navcent.htm)

Major Installations/Regions

SITES (Standard Installation Topic Exchange Service) (www.dmdc.osd.mil/sites) – One-stop shopping for information on bases around the world. A great resource at PCS time.
District of Columbia (www.ndw.navy.mil)
Pearl Harbor (www.hawaii.navy.mil)
Italy (www.naples.navy.mil)
Rota (www.rota.navy.mil)
Yokosuka (http://metoc.npmof.navy.mil/yoko/cfay.htm)
Norfolk (www.cmar.navy.mil/default.htm)
San Diego (www.cnbsd.navy.mil)
Pacific Northwest (www.cnbs.navy.mil)



Blue Angels



SITES

Surface

Naval Surface Force, Pacific (www.surfpac.navy.mil)
Naval Surface Force, Atlantic (www.cnsl.spear.navy.mil)
Naval Vessel Registry (www.nvr.navy.mil) – Official inventory of U.S. Naval ships and service craft.
USS *Constitution* (www.navy.mil/homepages/constitution) – Visit the oldest commissioned ship in the Navy.

Aviation

Naval Air Forces, Pacific (www.airpac.navy.mil)
Naval Air Forces, Atlantic (www.airlant.navy.mil)
Blue Angels (www.blueangels.navy.mil)

Under Sea

Submarine Force, Atlantic (www.norfolk.navy.mil/sublant/homepage.htm)
Submarine Force, Pacific (www.csp.navy.mil)

Special Warfare

Navy SEALs (http://webix.nosc.mil/seals)

Medical/Dental

BUMED (http://support1.med.navy.mil/bumed) – Where Navy medicine begins.
TRICARE (www.ochampus.mil) – The latest information on the health services program for military personnel and their families.
United Concordia (www.ucci.com/government/governmentprog.html) – Information on the military's dental plan.

Personnel/Pay

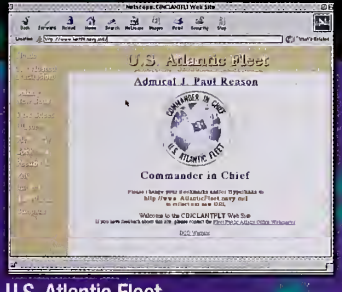
BUPERS (www.bupers.navy.mil) – Advancements, personnel policy, detailers, etc., all in one place.
Defense Finance and Accounting Service (www.dfas.mil) – The military pay section has the latest pay charts and allowances information.

Training/Education

Naval Education & Training (www.cnet.navy.mil) – Site of the Navy's training gurus.
Naval Air Training Command (www.cnet.navy.mil/cnatra/cnatra.htm) – The people, planes and places where aviators are born.
NTC Great Lakes (www.ntcpao.com/index.html) – Home of the Navy's recruit training facilities.
NROTC (www.cnet.navy.mil/nrotc/nrotc.htm) – All about the program that turns college students into officers.
NJROTC (www.cnet.navy.mil/njrotc/njrotc.htm) – A program for high school students seeking the Navy experience.

Navy-related Sites

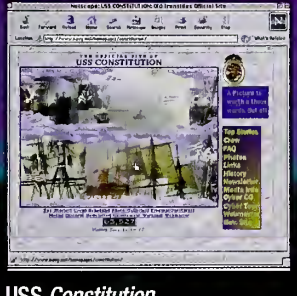
Navy/Marine Corps Relief Society (www.ncts.navy.mil/homepages/nmcrs) – Helping Sailors, Marines and their families.
U.S. Naval Institute (www.usni.org) – One of the preeminent Navy think tanks and publisher of some good books, too!
Navy Memorial (www.lonesailor.org)



U.S. Atlantic Fleet



Navy OnLine



USS *Constitution*

NAVY SUBMARINES



Photo by PH1 Michael J. Rinaldi

USS *Maine* (SSBN 741)



U.S. Navy photo

USS *Seawolf* (SSN 21)

BALLISTIC MISSILE SUBMARINES

Ohio-class

USS *Ohio* (SSBN 726)
USS *Michigan* (SSBN 727)
USS *Florida* (SSBN 728)
USS *Georgia* (SSBN 729)
USS *Henry M. Jackson* (SSBN 730)
USS *Alabama* (SSBN 731)
USS *Alaska* (SSBN 732)
USS *Nevada* (SSBN 733)
USS *Tennessee* (SSBN 734)
USS *Pennsylvania* (SSBN 735)
USS *West Virginia* (SSBN 736)
USS *Kentucky* (SSBN 737)
USS *Maryland* (SSBN 738)
USS *Nebraska* (SSBN 739)
USS *Rhode Island* (SSBN 740)
USS *Maine* (SSBN 741)
USS *Wyoming* (SSBN 742)
USS *Louisiana* (SSBN 743)



U.S. Navy Photo

DSRV *Avalon*



Photo by PH2 David C. Duncan

USS *Columbus* (SSN 762)

ATTACK SUBMARINES

Virginia-class

USS *Virginia* (SSN 774)*
USS *Texas* (SSN 775)*

Seawolf-class

USS *Seawolf* (SSN 21)
USS *Connecticut* (SSN 22)
USS *Jimmy Carter* (SSN 23)*

Los Angeles-class

USS *Los Angeles* (SSN 688)
USS *Philadelphia* (SSN 690)
USS *Memphis* (SSN 691)
USS *Bremerton* (SSN 698)
USS *Jacksonville* (SSN 699)
USS *Dallas* (SSN 700)
USS *LaJolla* (SSN 701)
USS *Boston* (SSN 703)**
USS *City of Corpus Christi* (SSN 705)
USS *Albuquerque* (SSN 706)
USS *Portsmouth* (SSN 707)
USS *Minneapolis-St.Paul* (SSN 708)
USS *Hyman G. Rickover* (SSN 709)
USS *Augusta* (SSN 710)
USS *San Francisco* (SSN 711)
USS *Atlanta* (SSN 712)**
USS *Houston* (SSN 713)
USS *Norfolk* (SSN 714)
USS *Buffalo* (SSN 715)
USS *Salt Lake City* (SSN 716)
USS *Olympia* (SSN 717)
USS *Honolulu* (SSN 718)
USS *Providence* (SSN 719)
USS *Pittsburgh* (SSN 720)
USS *Chicago* (SSN 721)
USS *Key West* (SSN 722)
USS *Oklahoma City* (SSN 723)
USS *Louisville* (SSN 724)
USS *Helena* (SSN 725)
USS *Newport News* (SSN 750)
USS *San Juan* (SSN 751)
USS *Pasadena* (SSN 752)
USS *Albany* (SSN 753)
USS *Topeka* (SSN 754)
USS *Miami* (SSN 755)
USS *Scranton* (SSN 756)
USS *Alexandria* (SSN 757)
USS *Asheville* (SSN 758)
USS *Jefferson City* (SSN 759)
USS *Annapolis* (SSN 760)
USS *Springfield* (SSN 761)
USS *Columbus* (SSN 762)
USS *Santa Fe* (SSN 763)
USS *Boise* (SSN 764)
USS *Montpelier* (SSN 765)
USS *Charlotte* (SSN 766)
USS *Hampton* (SSN 767)
USS *Hartford* (SSN 768)
USS *Toledo* (SSN 769)
USS *Tucson* (SSN 770)
USS *Columbia* (SSN 771)
USS *Greeneville* (SSN 772)
USS *Cheyenne* (SSN 773)

Benjamin Franklin-class

USS *Kamehameha* (SSN 642)
USS *James K. Polk* (SSN 645)**

Sturgeon-class

USS *Pogy* (SSN 647)**
USS *Hawkbill* (SSN 666)
USS *Trepang* (SSN 674)**
USS *Billfish* (SSN 676)**
USS *William H. Bates* (SSN 680)**
USS *Batfish* (SSN 681)**
USS *Parche* (SSN 683)
USS *L. Mendel Rivers* (SSN 686)

Narwhal-class

USS *Narwhal* (SSN 671)**

*Under Construction
**Inactivation in FY99

DEEP SUBMERGENCE VEHICLES

Deep Submergence Rescue Vehicles

DSRV *Mystic*
DSRV *Avalon*

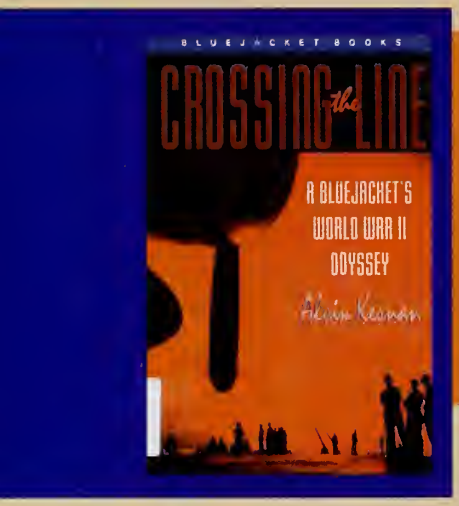
Submersible Resesarch Vehicle

Submarine NR 1
USS *Dolphin* (AGSS 555)

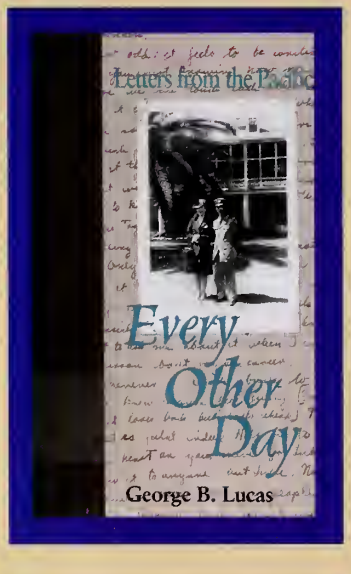
Deep Submergence Vehicle

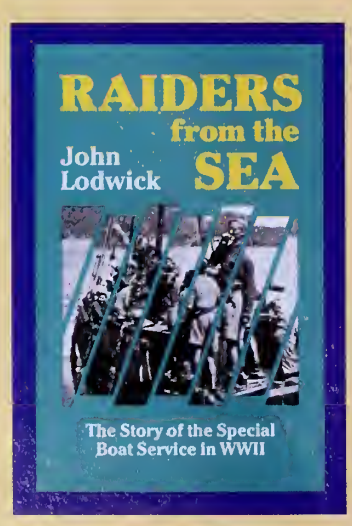
DSV 2 *Alvin*
DSV 4 *Sea Cliff*

Got some spare time? Take a few minutes and check out the MCPON's Naval Heritage/Core Values Reading Guide. You can view the complete list of books at:
www.bupers.navy.mil/mcpon/readgide.html



Reader Feed





The Fighting Liberty Ships–A Memoir
by A.A. Hoehling

Inchon to Wonsan: From the Deck of a Destroyer in the Korean War
by James Edwin Alexander

Bluejacket: An Autobiography
by Fred J. Buenzle with A. Grove Day

A Sailor's Log: Recollections of Forty Years of Naval Life
by RADM Robert D. Evans,
with introduction by Benjamin Franklin Cooling

Tin Can Sailor–Life Aboard the USS Sterett, '39-'45
by C. Raymond Calhoun

Battleship Sailor
by Theodore C. Mason

Brave Ship, Brave Men
by Arnold S. Lott

The Fleet the Gods Forgot
by W.G. Winslow

The Ghost That Died at Sunda Strait
by W.G. Winslow

We Will Stand By You – Serving in the Pawnee, 1942-1945
by Theodore C. Mason

Crossing the Line: A Bluejacket's World War II Odyssey
by Alvin Kernan

Mother Was A Gunner's Mate: World War II in the Waves
by Josette Dermody Wingo

Man-of-War Life
by Charles Nordhoff

Thunder Below
by ADM Eugene B. Fluckey

Master of Seapower: A Biography of Fleet Admiral Ernest J. King
by Thomas B. Buell,
with introduction by John B. Lundstrom

My Fifty Years in the Navy
by ADM Charles E. Clark,
with introduction by Jack Sweetman

Raiders of the Deep
by Lowell Thomas,
with introduction by Gary E. Weir

The Atlantic War Remembered–An Oral History Collection
by John T. Mason Jr.

The Battle of Cape Esperance–Encounter at Guadalcanal
by CAPT Charles Cook

The Golden Thirteen–Recollections of the First Black Naval Officers
by Paul Stillwell with Colin L. Powell

The Last Patrol
by Harry Holmes

Proudly We Served–The Men of USS Mason
by Mary Pat Kelly

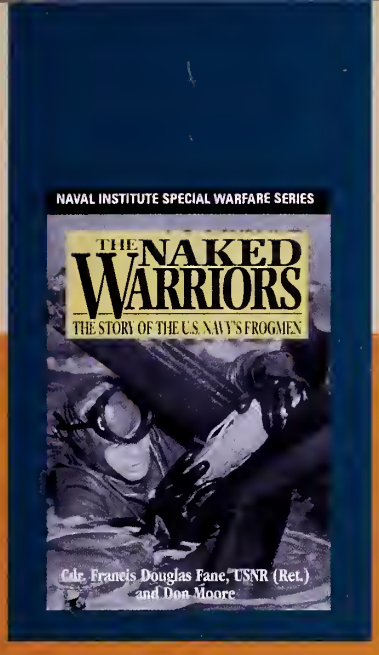
Raiders from the Sea
by John Lodwick

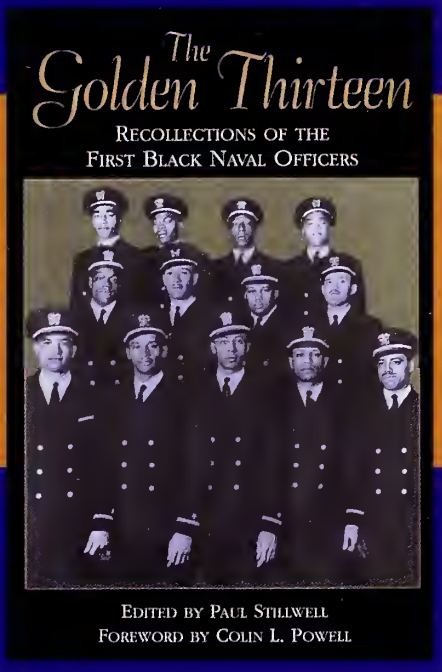
Ultra in the Pacific: How Breaking Japanese Codes and Ciphers Affected Naval Operations Against Japan
by John Winton

Bull Halsey: A Biography
by E. B. Potter

Submarine Diary – The Silent Stalking of Japan
by RADM Corwin Mendenhall

er





Devotion to Duty –A Biography of Admiral Clifton A. F. Sprague
by John F. Wukovits

Every Other Day: Letters from the Pacific
by George B. Lucas

In Love and War
by Jim and Sybil Stockdale

Good Night Officially
by William M. McBride

Nimitz
by E. B. Potter

Ship's Doctor
by CAPT Terrence Riley

What a Way to Spend a War: Navy Nurse POWs in the Philippines
by Dorothy Still Danner

Fatal Voyage
by Dan Kurzman

Naked Warriors
by CDR Frances Douglas Fane and Don Moore

Devil Boats
by William Breuer

The Ship That Held the Line
by Lisle A. Rose

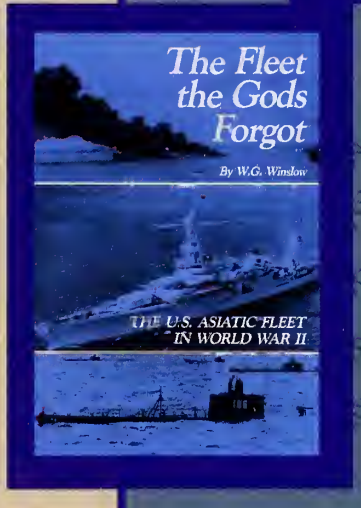
Tin Can Man
by E. J. Jernigan

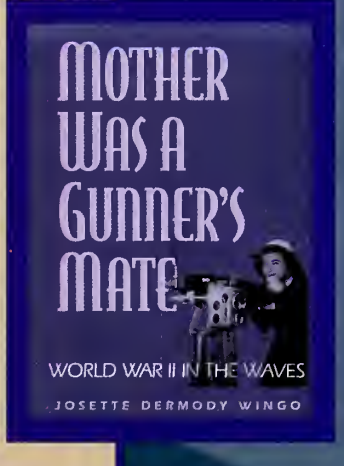
Iwo
by Richard Wheeler

Descent Into Darkness
by CDR Edward C. Raymer

Blood on the Sea
by Robert Sinclair Parkin

On Watch
by ADM Elmo Zumwalt





Cover artwork courtesy of Naval Institute Press

NAVY AIRCRAFT



Photo by LT Stephen Kay

F/A-18 *Hornet*

F/A-18 *Hornet*

The F/A-18 is an all-weather, attack aircraft which can also be used as a fighter. In its fighter mode, the F/A–18 is used primarily as an escort and for fleet air defense. In its attack mode, it is used for force projection, interdiction and close air support.

WINGSPAN: 37.5 ft.
LENGTH: 56 ft.
HEIGHT: 15.3 ft.
WEIGHT: 51,900 lbs. maximum takeoff
SPEED: Mach 1.8
RANGE: 300 nm
ARMAMENT: 20mm MK 61 *Vulcan* cannon; *Sparrow and Sidewinder* air-to-air missiles; laser-guided and general purpose bombs; *Harpoon* and *HARM*
CREW: 1 or 2

F/A-18E/F *Super Hornet*

The F/A-18E/F will provide the carrier battle group with a strike fighter that has significant growth potential and increased range, endurance and ordnance-carrying capabilities. It will eventually replace the F-14 on carrier decks.

WINGSPAN: 44.9 ft.
LENGTH: 60.2 ft.
HEIGHT: 16 ft.
WEIGHT: 66,000 lbs. maximum takeoff
SPEED: Mach 1.8
CEILING: 50,000 ft.
RANGE: 475 nm
ARMAMENT: 20mm MK 61 *Vulcan* cannon; *Sidewinder*, *Sparrow,* and *AMRAAM* air-to-air missiles; *Maverick, Harpoon, Shrike, HARM, SLAM, SLAM-ER,* Joint Standoff Weapon *(JSOW),* Joint Direct Attack Munition *(JDAM);* *Walleye* and other bombs and rockets
CREW: 1 or 2

SQUADRONS

VFA-15 Valions
VFA-22 Fighting Redcocks
VFA-25 Fist of the Fleet
VFA-27 Chargers
VFA-34 Blue Blasters
VFA-37 Bulls
VFA-81 Sunliners
VFA-82 Marauders
VFA-83 Rampagers
VFA-86 Sidewinders
VFA-87 Golden Warriors
VFA-94 Mighty Shrikes
VFA-97 Warhawks
VFA-105 Gunslingers
VFA-106 Gladiators*
VFA-113 Stingers
VFA-115 Eagles
VFA-125 Rough Raiders*
VFA-131 Wildcats
VFA-136 Knighthawks
VFA-137 Kestrels
VFA-146 Blue Diamonds
VFA-147 Argonauts
VFA-151 Vigilantes
VFA-192 World Famous Golden Dragons
VFA-195 Dambusters
VFA-201 Hunters**
VFA-203 Blue Dolphins**
VFA-204 River Rattlers**

VFC-12 Fighting Omars**



Photo by PHAN Christmann

F/A-18 *Hornet*

CARRIER-BASED



Photo by PH3 Brian Fieske

F-14 *Tomcat*

The F-14 is a supersonic, twin-engine, variable sweep-wing fighter designed to attack and destroy enemy aircraft at night and in all weather conditions. The F-14 can track up to 24 targets simultaneously with its advanced weapons control system and engage any of them with one of its six *Phoenix* missiles while continuing to scan the airspace.

WINGSPAN: 64 ft.
LENGTH: 62.7 ft.
HEIGHT: 16 ft.
WEIGHT: 69,800 lbs. maximum takeoff
SPEED: Mach 2
CEILING: 50,000 ft.
RANGE: 500 nm
ARMAMENT: 20mm MK 61 *Vulcan* cannon; *Sparrow, Sidewinder* and *Phoenix* air-to-air missiles; laser-guided and general purpose bombs
CREW: 2 (one pilot, one radar intercept officer)

SQUADRONS

VF-2 Bounty Hunters
VF-11 Red Rippers
VF-14 Tophatters
VF-31 Tomcatters
VF-32 Swordsmen
VF-41 Black Aces
VF-101 Grim Reapers*
VF-102 Diamondbacks
VF-103 Jolly Rogers
VF-143 Pukin' Dogs
VF-154 Black Knights
VF-211 Flying Checkmates
VF-213 Black Lions



Photo by PH3 Joseph Hendricks

F-14 *Tomcat*

U.S. Navy photo



EA-6B *Prowler*

The EA-6B, a twin-engine, mid-wing aircraft designed for carrier and advanced base operations, is used to provide "an umbrella" of protection for strike aircraft by jamming enemy radar, electronic data links and communications. The EA-6B is a fully integrated electronic warfare system, combining long-range, all-weather capabilities with advanced electronic countermeasures.

WINGSPAN: 53 ft.
LENGTH: 60 ft.
HEIGHT: 16 ft.
WEIGHT: 65,000 lbs. maximum takeoff
SPEED: 622 mph
CEILING: 41,000 ft.
RANGE: 900 nm
ARMAMENT: *HARM*
CREW: 4 (one pilot, three electronic warfare officers)

SQUADRONS

VAQ-128 Fighting Phoenix
VAQ-129 Vikings*
VAQ-130 Zappers
VAQ-131 Lancers
VAQ-132 Scorpions
VAQ-133 Wizards
VAQ-134 Garudas
VAQ-135 Black Ravens
VAQ-136 Gauntlets
VAQ-137 Rooks
VAQ-138 Yellowjackets
VAQ-139 Cougars
VAO-140 Patriots
VAO-141 Shadowhawks
VAQ-142 Gray Wolves
VAQ-209 Star Warriors**



EA-6B *Prowler*

*Fleet Readiness Squadron
**Naval Air Reserve Squadron



Photo by PHAN Michael B.W. Watkins

S-3B *Viking*

S-3B *Viking*

The S-3B, a jet aircraft used for anti-submarine and anti-surface warfare, is extremely versatile and can be equipped for tanking, mining and limited electronic surveillance.

WINGSPAN: 68.7 ft.
LENGTH: 53.3 ft.
HEIGHT: 22.7 ft.
WEIGHT: 52,539 lbs. maximum takeoff
SPEED: 517 mph
CEILING: 40,000 ft.
RANGE: 3,000 nm
ARMAMENT: torpedoes; bombs; *Harpoon* and *Maverick*
CREW: 4 (one pilot, two flight officers, one sensor operator)

SQUADRONS

VS-21 Fighting Redtails
VS-22 Checkmates
VS-24 Scouts
VS-29 Screaming Dragonfires
VS-30 Diamondcutters
VS-31 Topcats
VS-32 Maulers
VS-33 Screwbirds
VS-35 Blue Wolves
VS-38 Fighting Red Griffins
VS-41 Shamrocks*



Photo by PHAN Michael B.W. Watkins

C-2A *Greyhound*

E-2C *Hawkeye*

The E-2C is the Navy's all-weather, carrier-based tactical warning and control system aircraft. It provides airborne early warning and command and control functions for the battle group. Additional missions include: surface surveillance coordination, strike and interceptor control, search and rescue guidance and communications relay.

WINGSPAN: 80.6 ft.
LENGTH: 57.5 ft.
HEIGHT: 18.3 ft.
WEIGHT: 53,288 lbs. maximum takeoff
SPEED: 368 mph
CEILING: 36,300 ft.
RANGE: 1,612 nm
CREW: 5 (two pilots, three mission systems operators)

SQUADRONS

VAW-77 Night Wolf**
VAW-78 Fighting Escargots**
VAW-112 Golden Hawks
VAW-113 Black Hawks
VAW-115 Liberty Bells
VAW-116 Sun Kings
VAW-117 Night Hawks
VAW-120 Greyhawks*
VAW-121 Bluetails
VAW-123 Screwtops
VAW-124 Bear Aces
VAW-125 Tigertails
VAW-126 Seahawks

ES-3 *Shadow*

The ES-3 is a carrier-based, subsonic, all-weather, long-range, jet aircraft used to collect and disseminate tactical reconnaissance information.

WINGSPAN: 68.6 ft.
LENGTH: 53 ft.
HEIGHT: 22 ft.
WEIGHT: 52,539 lbs. maximum takeoff
SPEED: 500 mph
CEILING: 40,000 ft.
RANGE: 2,300 nm
CREW: 4

SQUADRONS

VQ-5 Black Ravens
VQ-6 Sea Shadows



U.S. Navy Photo

E-2C airborne early warning (AEW) *Hawkeye 2000*

SHORE-BASED

P-3C *Orion*/EP-3E *Aries II*

The P-3, a land-based, long-range, patrol aircraft, has been the Navy's frontline, maritime defense aircraft since the 1960's. Both versions provide multi-mission intelligence, surveillance, reconnaissance and combat capability to theater commanders worldwide.

WINGSPAN: 99.6 ft.
LENGTH: 116.7 ft.
HEIGHT: 33.7 ft.
WEIGHT: 142,000 lbs. maximum takeoff
SPEED: 473 mph
CEILING: 28,300 ft.
RANGE: 1,550 nm with 13 hrs. on station
ARMAMENT: *Harpoon* and *Maverick*; torpedos; mines
CREW: 10 (Three pilots, three flight officers/engineers, three sensor operators, one in-flight technician)

SQUADRONS

VP-1 Screaming Eagles
VP-4 Skinny Dragons
VP-5 Mad Foxes
VP-8 Tigers
VP-9 Golden Eagles
VP-10 Lancers
VP-16 Eagles
VP-26 Tridents
VP-30 Pro's Nest*
VP-40 Fighting Marlins
VP-45 Pelicans
VP-46 Grey Knights
VP-47 Golden Swordsmen
VP-62 Broadarrows**
VP-64 Condors**
VP-65 Tridents**
VP-66 Liberty Bells**
VP-69 Totems**
VP-92 Minutemen**
VP-94 Crawfishers**

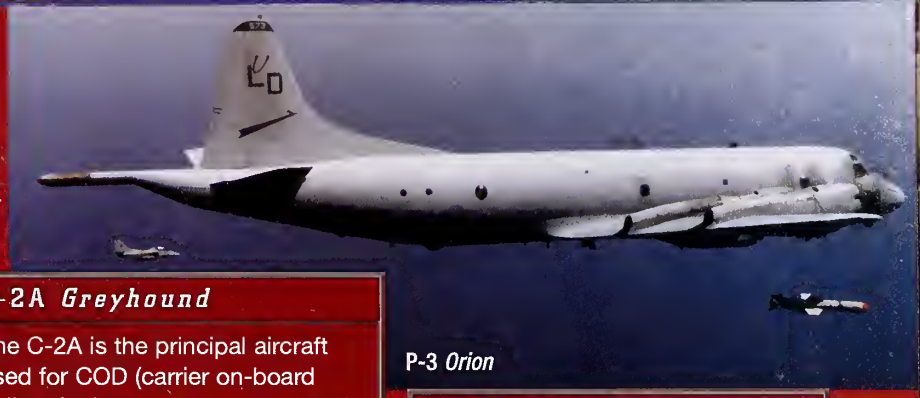
VQ-1 World Watchers
VQ-2 Rangers
VQ-11 Bandits**

VPU-1 Old Buzzards
VPU-2 Wizards



U.S. Navy photo

C-130 *Hercules*



U.S. Navy photo

P-3 *Orion*

C-2A *Greyhound*

The C-2A is the principal aircraft used for COD (carrier on-board delivery) of personnel and materiel. It can deliver a payload of up to 10,000 lbs.

WINGSPAN: 80.5 ft.
LENGTH: 57.6 ft.
HEIGHT: 17 ft.
WEIGHT: 57,000 lbs. loaded
SPEED: 352 mph
CEILING: 30,000 ft.
RANGE: 1,300 nm
CREW: 3 (one pilot, one co-pilot, one flight engineer)

SQUADRONS

VRC-30 Providers
VRC-40 Rawhides

C-9B/DC-9 *Skytrain II*

The C-9B is used for fleet logistics support and military sealift.

WINGSPAN: 93.2 ft.
LENGTH: 119.2 ft.
HEIGHT: 27.5 ft.
WEIGHT: 110,000 lbs. maximum takeoff
SPEED: 576 mph
RANGE: 2,538 nm
CREW: 5 (one pilot, one co-pilot, one crew chief, two attendants and 90 passengers)

SQUADRONS

VR-46 Peach Airlines**
VR-52 Taskmasters**
VR-56 Globemasters**
VR-57 Conquistadors**
VR-58 Sun Seekers**
VR-59 Lone Star Express**
VR-61 Islanders**

C-130 *Hercules*

The C-130 is probably the most versatile tactical transport aircraft ever built. Its uses have been almost limitless: transport, electronic surveillance, search and rescue, space-capsule recovery, helicopter refueling, gunship and special cargo delivery.

WINGSPAN: 133 ft.
LENGTH: 100 ft.
HEIGHT: 38 ft.
WEIGHT: 175,000 lbs. loaded
SPEED: 374 mph
CEILING: 33,000 ft.
RANGE: 4,460 nm
CREW: 4 (two pilots, one navigator, one loadmaster)

SQUADRONS

VR-53 Capital Express**
VR-54 Revelers**
VR-55 Bicentennial Minutemen**
VR-62 Mass Transit**

E-6A/B *Mercury*

The E-6A provides secure, survivable, jam-resistant strategic communications while performing the Navy's TACAMO mission. The E-6B program has been established to upgrade TACAMO operational capabilities and will be capable of performing both the TACAMO and Airborne Command Post missions with installed equipment.

WINGSPAN: 146.3 ft.
LENGTH: 150.3 ft.
HEIGHT: 42.4 ft.
WEIGHT: 341,000 lbs. loaded
SPEED: 607 mph
CEILING: 42,000 ft.
RANGE: 6,400 nm (E-6A); 5,500 nm (E-6B)
CREW: 18 (E-6A); 23 (E-6B)

SQUADRONS

VQ-3 Ironmen
VQ-4 Shadows

*Fleet Readiness Squadron
**Naval Air Reserve Squadron

TRAINERS

T-34C *Turbomentor*

The T-34C is the Navy's aircraft for primary pilot and navigator training. Six training squadrons are equipped with the *Turbomentor*. As of mid-1998, 313 T-34Cs remained in service, along with one NT-34C developmental aircraft. The Raytheon T-6A *Texan II* will replace the T-34C beginning in 2003.

WINGSPAN: 33.3 ft.
LENGTH: 28.7 ft.
HEIGHT: 9.6 ft.
WEIGHT: 4,300 lbs.
SPEED: 322 mph
RANGE: 810 nm
CEILING: 30,000 ft.
CREW: 2 (one instructor, one student)

SQUADRONS
VT-2 Doer Birds
VT-3 Red Knights
VT-4 Mighty Warbucks
VT-6 Shooters
VT-10 Wildcats
VT-27 Boomers
VT-28 Rangers

T-44A *Pegasus*

The T-44 is used to train Navy and Air Force pilots to fly multi-engine, turbo-prop aircraft such as the P-3 and the C-130.

WINGSPAN: 50.2 ft.
LENGTH: 35.5 ft.
HEIGHT: 14.3 ft.
WEIGHT: 9,650 lbs.
SPEED: 287 mph
RANGE: 1,457 nm
CEILING: 27,000 ft.
CREW: 2 (one instructor, one student)

SQUADRONS
VT-31 Wise Owls

TA-4J *Skyhawk*

The TA-4J two-seat trainer version of the famous A-4 *Skyhawk* attack aircraft serves on in one training squadron and one fleet composite squadron. As of mid-1998, 51 TA-4Js remained in service. The *Skyhawk* is being replaced in the pilot training role by the T-45A/C *Goshawk*.

SQUADRONS
VT-7 Strike Eagles
VC-8 Redtails

T-45A *Goshawk*

The T-45A *Goshawk*, a carrier-capable trainer aircraft, is replacing the T-2C *Buckeye* and TA-4J *Skyhawk* as the Navy's strike trainer. The Navy has 187 T-45s in service.

WINGSPAN: 31 ft.
LENGTH: 39 ft.
HEIGHT: 13.5 ft.
WEIGHT: 12,758 lbs.
SPEED: 609 mph
RANGE: 995 nm
CEILING: 42,500 ft.
CREW: 2 (one instructor, one student)

SQUADRONS
VT-21 Fighting Red Hawks
VT-22 Golden Eagles
VT-23 Professionals

T-2C *Buckeye*

The T-2C is a two-seat trainer used to school pilots and flight officers in basic and intermediate strike training.

SQUADRONS
VT-9 Tigers
VT-86 Sabre Hawks

T-39N *Sabreliner*

The seven T-39N *Sabreliners* in service are used to train naval flight officers in radar navigation and airborne radar-intercept procedures. These aircraft, refurbished from old versions of the T-39, replaced the Cessna T-47A during the early 1990s; the T-47As had replaced earlier T-39Ds in the training role. One T-39D and three CT-39G rapid-response airlift *Sabreliners* remained in service as of mid-1998.

SQUADRONS
VT-86 Sabre Hawks

HELICOPTERS

SH/HH-60 *Seahawk*

The SH-60 is a twin-engine helicopter used for anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare, cargo lift and special operations. The SH-60B is an airborne platform based aboard cruisers, destroyers, and frigates that deploys sonobouys and torpedoes in an anti-submarine role while extending the range of the ship's radar capabilities. The Navy's SH-60F is carrier-based. The HH-60H is designed to accomplish today's combat search and rescue mission, as well as other replenishment and utility functions.

LENGTH: 64.8 ft.
HEIGHT: 17 ft.
WEIGHT: 20,508 lbs.
SPEED: 150 mph
RANGE: 380 nm
ARMAMENT: MK 46/50 torpedoes (SH-60B/F); 7.62mm or .50-caliber machine guns (SH-60B); *Hellfire* and *Penguin* air-to-surface missiles
CREW: SH-60B – 3 (two pilots, one crewman), SH-60F – 4 (two pilots, two crewman)

SQUADRONS
HS-2 Golden Falcons
HS-3 Tridents
HS-4 Black Knights
HS-5 Night Dippers
HS-6 Indians
HS-7 Dusty Dogs
HS-8 Eightballers
HS-10 Warhawks*
HS-11 Dragonslayers
HS-14 Chargers
HS-15 Red Lions

HCS-4 Red Wolves**
HCS-5 Firehawks**

HSL-37 Easy Riders
HSL-40 Air Wolves*
HSL-41 Seahawks*
HSL-42 Proud Warriors
HSL-43 Battle Cats
HSL-44 Swamp Foxes
HSL-45 Wolfpack
HSL-46 Grandmasters
HSL-47 Saberhawks
HSL-48 Vipers
HSL-49 Scorpions
HSL-51 Warlords



CH-46 *Sea Knight*

Photo by PHAN Joseph Strevel

CH-46 *Sea Knight*

The CH-46 is a tandem-rotor transport helicopter designed for both land- and sea-based operations. It can accommodate 25 passengers or 15 litters, with two medical attendants or 10,000 lbs. of sling-loaded cargo.

LENGTH: 84.3 ft.
HEIGHT: 16.7 ft.
WEIGHT: 23,000 lbs. maximum takeoff
SPEED: 161 mph
CEILING: 10,000 ft.
RANGE: 150 nm
CREW: 3 (two pilots, one crewman)

SQUADRONS

HC-3 Pack Rats*
HC-5 Providers
HC-6 Chargers
HC-8 Dragon Whales
HC-11 Gunbearers

MH-53E *Sea Dragon*

The MH-53E, a mine-countermeasures derivative of the CH-53E *Super Stallion*, is heavier and has a greater fuel capacity than the *Super Stallion*. Capable of transporting up to 55 troops, the MH-53E can carry a 16-ton payload 50 nautical miles, or a 10-ton payload 500 nautical miles. In its primary mission of airborne mine countermeasures, the MH-53E is capable of towing a variety of mine-countermeasures systems.

LENGTH: 99 ft.
HEIGHT: 28.3 ft.
WEIGHT: 73,500 lbs. maximum takeoff
SPEED: 195 mph
CEILING: 18,500 ft.
RANGE: 1,120 nm
CREW: 3 – 8 (two pilots, 1 – 6 crewmen)

SQUADRONS

HC-4 Black Stallions

HM-14 Vanguard
HM-15 Blackhawks

H-3H *Sea King*

The first version of this workhorse anti-submarine warfare helicopter was flown more than 38 years ago. The H-3's versatility was emphasized during Operation *Desert Shield/Desert Storm* when 36 *Sea Kings* flying from carriers logged more than 5,000 hours conducting combat SAR, special operations, maritime interdiction operations, logistics support, and mine-hunting. The SH-3H has been replaced in the fleet by SH-60F and HH-60H aircraft. The UH-3Hs are programmed to be replaced by the CH-60 version of the Sikorsky *Blackhawk/Seahawk*.

LENGTH: 73 ft.
HEIGHT: 17 ft.
WEIGHT: 21,000 lbs. maximum takeoff
SPEED: 166 mph
CEILING: 14,700 ft.
RANGE: 542 nm
ARMAMENT: MK 46/50 torpedoes; 7.62mm machine guns
CREW: 3 – 4 (two pilots, 1 or 2 crewmen)

SQUADRONS

HC-2 Circuit Riders*
HC-11 Gunbearers
HC-85 Golden Gaters**

HS-75 Emerald Knights

VC-8 Redtails

SPECIAL SQUADRONS

VR-1 Starlifters** *C-20D*
VR-48 Capital Skyliners** *C-20G*
VR-51 Windjammers** *C-20G*
VC-6 Skeet for the Fleet *RQ-2A*
VFC-13 Saints** *F-5E/F*
VX-1 Pioneers *Various*
VX-9 Vampires *Various*
VXE-6 Ice Pirates *Various*
Blue Angels *F/A-18A/B*

TH-57 *Sea Ranger*

The TH-57 *Sea Ranger* is used to train several hundred student naval aviators with 45 TH-57Bs (for primary visual flight rules training) and 71 TH-57Cs (for advanced instrument flight rules training) in two helicopter training squadrons at NAS Whiting Field, Milton, Fla. Two TH-57Cs configured for RDT&E are used for photo, chase, and utility missions at the Naval Air Warfare Center Aircraft Division at Patuxent River, Md.

LENGTH: 39 ft.
HEIGHT: 10 ft.
WEIGHT: 3,200 lbs. maximum takeoff
SPEED: 138 mph
CEILING: 20,000 ft.
RANGE: 368 nm
CREW: 5 (one pilot, four student pilots)

SQUADRONS

HT-8 Eightballers
HT-18 Vigilant Eagles



H-3H *Sea King*

Photo by PH1 Michael Rinaldi

SH-2G *Seasprite*

The SH-2G *Seasprite* first flew in 1959 and served long as a utility and search-and-rescue helicopter and later as the first light airborne multipurpose system (LAMPS) helicopter.

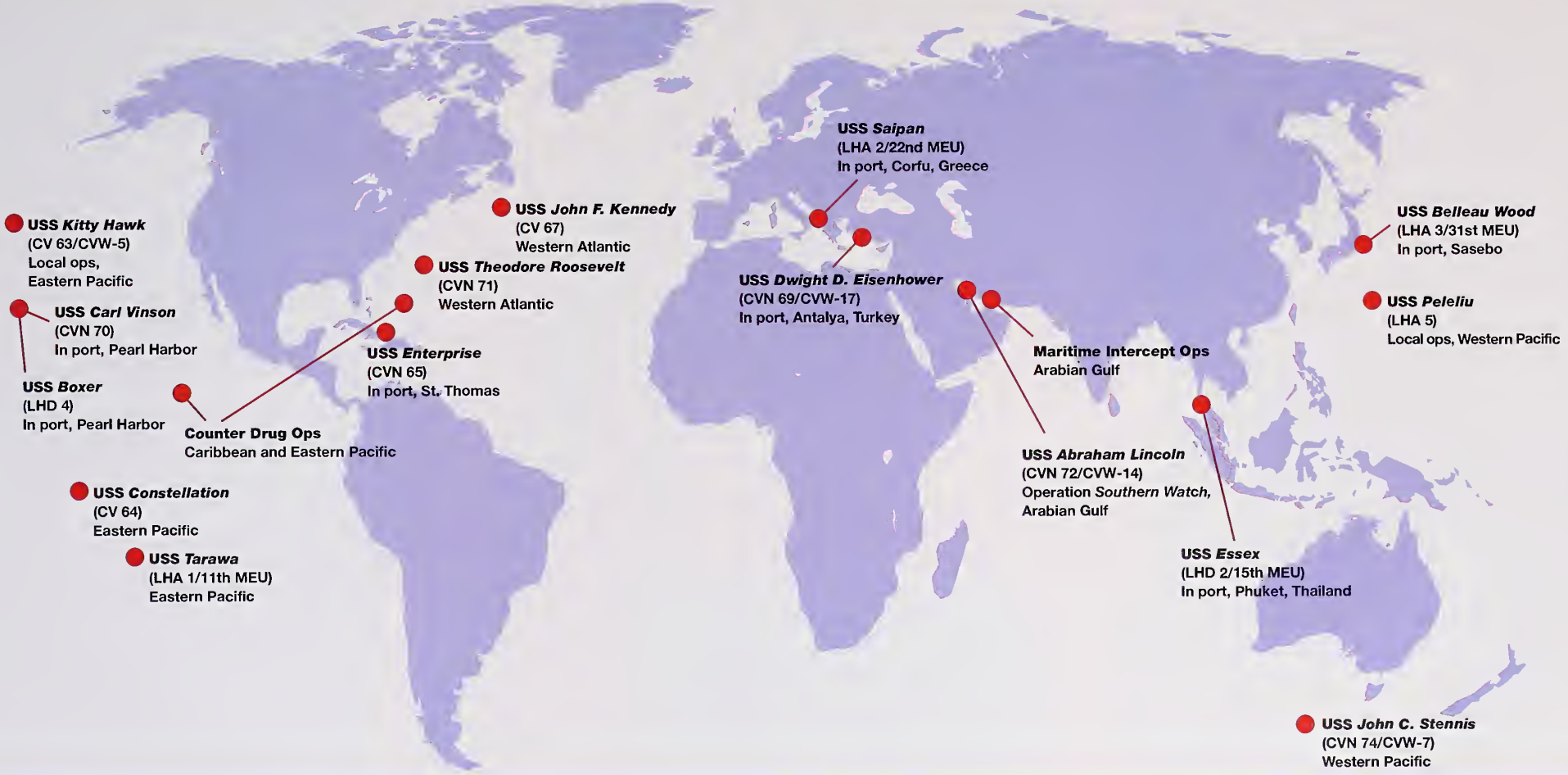
LENGTH: 40.5 ft.
HEIGHT: 15 ft.
WEIGHT: 13,500 lbs. maximum takeoff
SPEED: 172 mph
CEILING: 20,400 ft.
RANGE: 340 nm
ARMAMENT: MK 46/50 torpedoes; 7.62mm machine guns
CREW: 3 (two pilots, one sensor operator)

SQUADRONS

HSL-84 Thunderbolts**
HSL-94 Titans**

*Fleet Readiness Squadron
**Naval Air Reserve Squadron

Being There



On Aug. 3, 1998, while most of America was relaxing by the pool and enjoying the long, hot days of summer, the U.S. Navy was forward deployed all around the world. On that particular day, 221 of the Navy's 341 ships were underway, covering thousands of miles, launching and recovering hundreds of aircraft, conducting countless shipboard drills, and helping to keep the peace – simply by being there. The third day in August wasn't necessarily a special day. In fact, there were 364 other days just like it last year. And on each and every one of them, American Sailors stood the watch. And they did what they do best – **their jobs.**

Naval Reserve Activities

Readiness Command Regions



MAP LEGEND

- ★ Naval Reserve Readiness Command
- ✚ Naval & Marine Corps Reserve Center
- ● Naval Reserve Center
- ✕ Naval Reserve Facility
- ★ Naval Air Reserve
- ▲ Naval Air Reserve Center
- ■ Naval Air Facility
- ● Naval Air Reserve Activity
- ✦ Naval Air Station
- ✕ Naval Air Administrative Activity



Photo by PH3 Brian Fleske



Photo by PHAN Joseph Streveler



Photo by PH3 Matthew L. Poehler

Aircraft

Nimitz-class	*Enterprise*-class
USS *Nimitz* (CVN 68)	USS *Enterprise* (CVN 65)
USS *Dwight D. Eisenhower* (CVN 69)	
USS *Carl Vinson* (CVN 70)	***Kitty Hawk*- and *John F. Kennedy*-class**
USS *Theodore Roosevelt* (CVN 71)	
USS *Abraham Lincoln* (CVN 72)	USS *Kitty Hawk* (CV 63)
USS *George Washington* (CVN 73)	USS *Constellation* (CV 64)
USS *John C. Stennis* (CVN 74)	USS *John F. Kennedy* (CV 67)**
USS *Harry S. Truman* (CVN 75)	
USS *Ronald Reagan* (CVN 76)*	

*Under Construction
**Naval Reserve Force, Active

Photo by PH3 Cynthia R. Zarate



Photo by PH3 Mike Larson



Carriers



Photo by PH3 Joseph Hendricks



Photo by PH2 Felix Garza



Photo by PH3 Sammy Dallal



Photo by PHAN Chris D. Howell



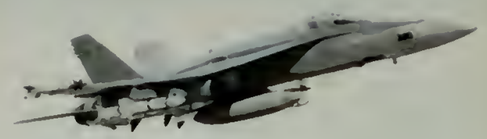
U.S. Navy photo



Photo by PH3 Brian Fleske

USS HARRY

AN AIRWING consisting of more than 80 combat aircraft and 2,000 Sailors is assigned to each carrier. Squadrons assigned to airwings – and airwings assigned to carriers – change periodically based on the mission of the carrier battle group. Carrier-based squadrons fly six different types of aircraft: F/A-18 *Hornets,* F-14 *Tomcats,* SH-60 *Seahawks,* S-3B *Vikings,* E-2C *Hawkeyes* and EA-6B *Prowlers.* Missions range from reconnaissance and search and rescue to logistics and interdiction.



F/A-18 *Hornet*
Twin-engine Boeing (McDonnell-Douglas) strike fighter.
Mach 1.8. Wingspan 37.5 ft. Maximum takeoff weight 51,900 lbs.



THE CATAPULT has two rows of slotted, cylindrical piping in a trough beneath the flight deck. A bar on the nosegear of the aircraft attaches to a shuttle protruding from the flight deck and connects to a pair of pistons in the trough. A holdback device installed on the nosegear holds the aircraft in place as tension is applied. On a signal from the catapult safety observer on the flight deck, the catapult is fired by opening the launching-valves assembly. (The length of time the valves remain open is determined by the weight of the aircraft and the wind over the deck.) Steam surges into the cylinders, releasing the holdback and forcing the pistons and shuttle forward while accelerating the aircraft along the 300-foot deck. A 60,000-pound aircraft can reach speeds in excess of 150 mph in less than two seconds. The shuttle is stopped when spears on the pistons plunge into waterbrake cylinders. A cable and pulley assembly then pulls the shuttle back down the catapult for the next launch. From its four catapults, USS *Harry S. Truman* can launch an aircraft every 20 seconds.



EA-6B *Prowler*
Twin-engine Grumman electronic-warfare aircraft. 622 mph.
Wingspan 53 ft. Maximum takeoff weight 65,000 lbs.

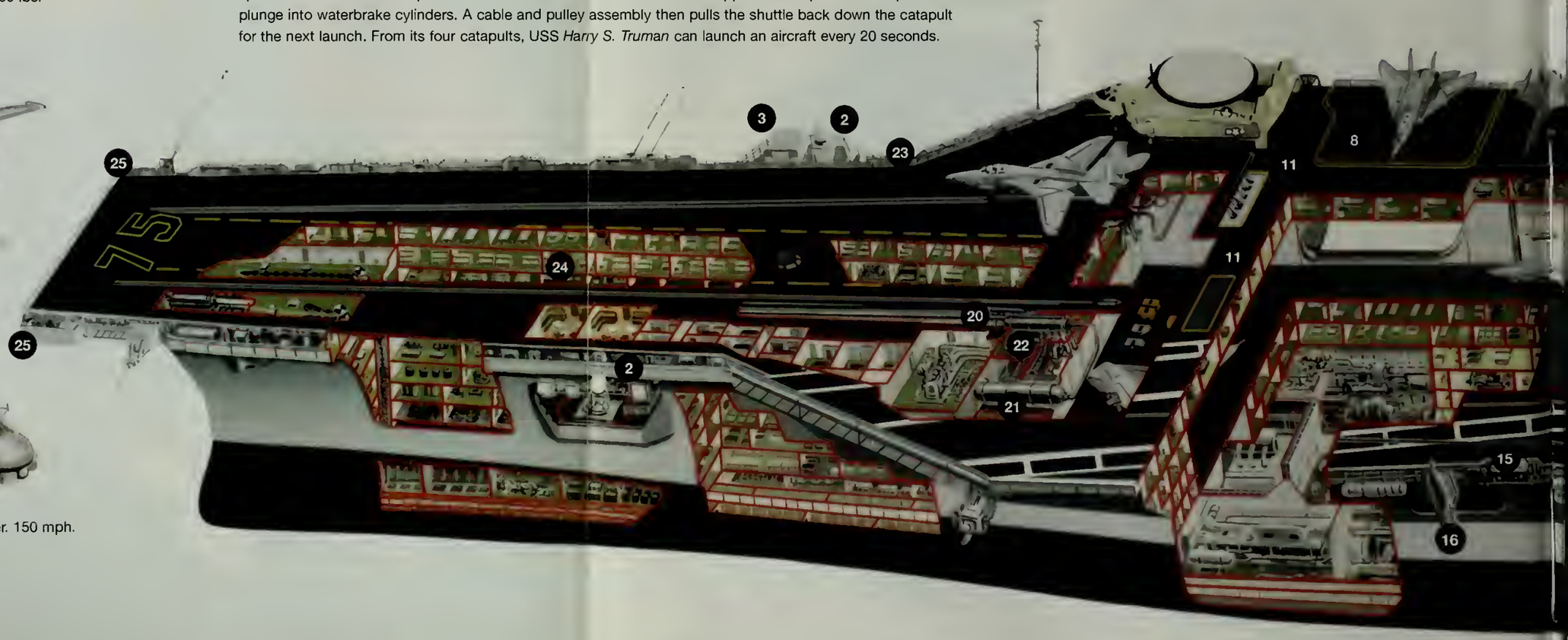


S-3B *Viking*
Twin-turbofan Lockheed submarine hunter.
517 mph. Wingspan 68.7 ft. Maximum takeoff weight 52,539 lbs.



SH-60 *Seahawk*
Twin-engine Sikorsky anti-submarine helicopter. 150 mph.
Rotor diameter 53.7 ft. Weight 20,508 lbs.

1. Aviation jet engine shop
2. *Phalanx* Close in Weapons System (CIWS), 20mm Gatling guns
3. NATO Sea *Sparrow* missile launchers
4. Ship's boats
5. Squadron ready rooms
6. Landing Signal Officer platform
7. Four MK 7 Mod 3 arresting gear engines
8. Four aircraft elevators
9. Air search radar
10. Mobile crane
11. Four jet blast deflectors
12. Missile arming/disarming platfo
13. Island *(Primary flight controller/air navigation bridge, admiral's bridge, electronics, chart room, flight deck flight deck TV camera)*
14. Main engine room *(arrangement n*
15. Catapult Officer launch control
16. Optical landing system *(meatball*
17. Four propellers



S. TRUMAN



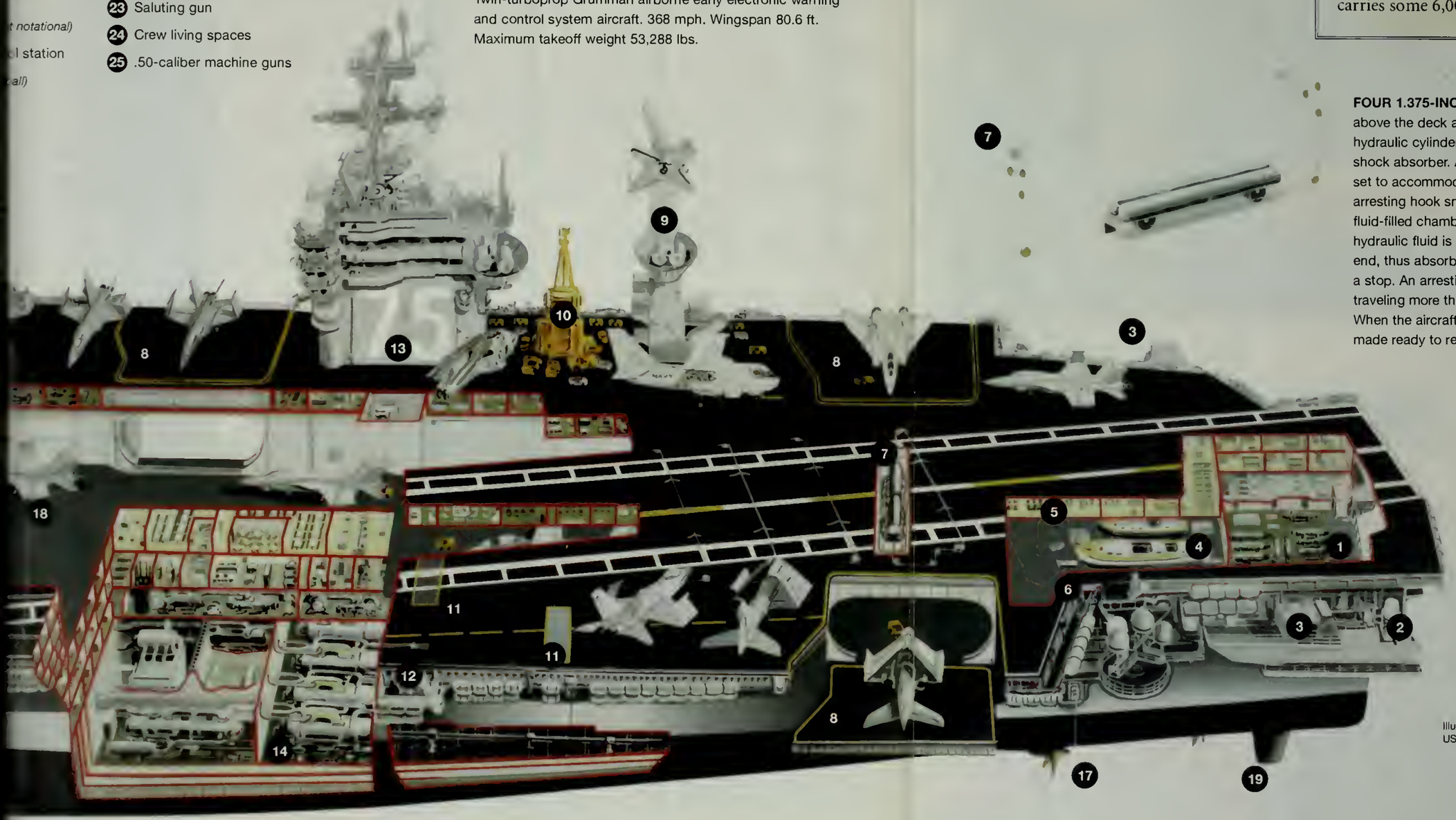
E-2C *Hawkeye*
Twin-turboprop Grumman airborne early electronic warning and control system aircraft. 368 mph. Wingspan 80.6 ft. Maximum takeoff weight 53,288 lbs.



F-14 *Tomcat*
Twin-engine Grumman air-superiority fighter with variable sweep wing. Mach 2. Wingspan 38 ft. (swept), 64 ft. (unswept). Maximum takeoff weight 69,800 lbs.

USS *HARRY S. TRUMAN* (CVN 75) is the ninth nuclear-powered aircraft carrier to be commissioned by the U.S. Navy and is homeported in Norfolk. The *Nimitz*-class supercarrier is powered by two Westinghouse nuclear reactors and four steam turbines, which can move the 100,000-ton warship at speeds of more than 35 mph. *Truman* is 1,096 feet long. She has an extreme breadth of 257 feet and a 4.5-acre flight deck. With the airwing on board, she carries some 6,000 people.

18 Main deck
19 Two rudders
20 Four catapults
21 Catapult steam vessel
22 Catapult piping room
23 Saluting gun
24 Crew living spaces
25 .50-caliber machine guns



FOUR 1.375-INCH-THICK, STEEL CABLES run 5.5 inches above the deck at 35-foot intervals and connect with a hydraulic cylinder below the deck, which serves as a giant shock absorber. As an aircraft approaches, all four wires are set to accommodate that aircraft's weight. When the aircraft's arresting hook snags a wire, the wire pulls a piston within a fluid-filled chamber. As the piston is drawn down the cylinder, hydraulic fluid is forced through the small holes in the cylinder end, thus absorbing the energy of the aircraft and braking it to a stop. An arresting wire can stop a 54,000-pound aircraft traveling more than 130 mph in a distance less than 350 feet. When the aircraft drops the wire, the piston is retracted and made ready to recover another aircraft in 45 seconds.

Illustration courtesy of John Batchelor and USS *Harry S. Truman* Public Affairs.

MONTHLY BASIC PAY TABLE

Effective Jan. 1, 1999

PAY GRADE	YEARS OF SERVICE														
	<2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
COMMISSIONED OFFICERS															
O-10	7838.70	8114.40	8114.40	8114.40	8114.40	8425.80	8425.80	8892.60	8892.60	9528.90	9528.90	10167.00	10167.00	10167.00	10800.00
O-9	6947.10	7129.20	7281.00	7281.00	7281.00	7466.10	7466.10	7776.90	7776.90	8425.80	8425.80	8892.60	8892.60	8892.60	9528.90
O-8	6292.20	6481.20	6634.50	6634.50	6634.50	7129.20	7129.20	7466.10	7466.10	7776.90	8114.40	8425.80	8633.70	8633.70	8633.70
O-7	5228.40	5583.90	5583.90	5583.90	5834.40	5834.40	6172.50	6172.50	6481.20	7129.20	7619.70	7619.70	7619.70	7619.70	7619.70
O-6	3875.10	4257.30	4536.60	4536.60	4536.60	4536.60	4536.60	4536.60	4690.80	5432.40	5709.60	5834.40	6172.50	6381.00	6694.20
O-5	3099.60	3639.30	3891.00	3891.00	3891.00	3891.00	4008.00	4224.30	4507.50	4845.00	5122.20	5277.90	5462.40	5462.40	5462.40
O-4	2612.40	3181.20	3393.30	3393.30	3456.30	3608.70	3855.30	4071.90	4257.30	4444.80	4566.60	4566.60	4566.60	4566.60	4566.60
O-3	2427.60	2714.10	2901.90	3210.60	3364.50	3484.80	3673.80	3855.30	3949.50	3949.50	3949.50	3949.50	3949.50	3949.50	3949.50
O-2	2117.10	2312.10	2777.70	2871.30	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40	2930.40
O-1	1838.10	1913.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10	2312.10
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE-DUTY SERVICE AS AN ENLISTED MEMBER OR WARRANT OFFICER															
O-3E	0.00	0.00	0.00	3210.60	3364.50	3484.80	3673.80	3855.30	4008.00	4008.00	4008.00	4008.00	4008.00	4008.00	4008.00
O-2E	0.00	0.00	0.00	2871.30	2930.40	3023.40	3181.20	3303.00	3393.30	3393.30	3393.30	3393.30	3393.30	3393.30	3393.30
O-1E	0.00	0.00	0.00	2312.10	2469.90	2560.80	2653.80	2745.90	2871.30	2871.30	2871.30	2871.30	2871.30	2871.30	2871.30
WARRANT OFFICERS															
W-5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4221.30	4380.90	4507.80	4697.70
W-4	2473.20	2653.80	2653.80	2714.10	2838.00	2962.80	3087.30	3303.00	3456.30	3577.80	3673.80	3792.00	3918.90	4041.00	4224.30
W-3	2247.90	2438.40	2438.40	2469.90	2498.70	2681.70	2838.00	2930.40	3023.40	3114.00	3210.60	3335.70	3456.30	3456.30	3577.80
W-2	1968.90	2130.30	2130.30	2192.10	2312.10	2438.40	2531.10	2623.80	2714.10	2809.50	2901.90	2993.10	3114.00	3114.00	3114.00
W-1	1640.40	1880.70	1880.70	2037.90	2130.30	2221.50	2312.10	2407.20	2498.70	2591.70	2681.70	2777.70	2777.70	2777.70	2777.70
ENLISTED MEMBERS															
E-9	0.00	0.00	0.00	0.00	0.00	0.00	2877.30	2942.10	3008.40	3078.00	3147.00	3207.60	3375.90	3507.30	3704.70
E-8	0.00	0.00	0.00	0.00	0.00	2412.60	2482.50	2547.30	2613.60	2682.90	2743.80	2811.30	2976.60	3108.90	3308.40
E-7	1684.80	1818.90	1885.50	1952.10	2018.70	2082.90	2149.50	2216.70	2316.60	2382.60	2448.60	2480.40	2647.20	2778.90	2976.60
E-6	1449.30	1579.80	1645.50	1715.40	1779.90	1844.10	1911.60	2010.00	2073.30	2140.20	2172.60	2172.60	2172.60	2172.60	2172.60
E-5	1271.70	1384.20	1451.40	1514.70	1614.30	1680.30	1746.30	1811.10	1844.10	1844.10	1844.10	1844.10	1844.10	1844.10	1844.10
E-4	1185.90	1252.80	1326.60	1428.60	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30	1485.30
E-3	1117.80	1179.00	1225.80	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70	1274.70
E-2	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80	1075.80
E-1 >4	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40	959.40
E-1 <4	887.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NOTE: BASIC PAY IS LIMITED TO $9,225.00

As the Navy heads into the 21st century, we will need men and women who are not afraid of new challenges and new horizons. The future of the Navy – and the destiny of America – rests in the hands of our Sailors.



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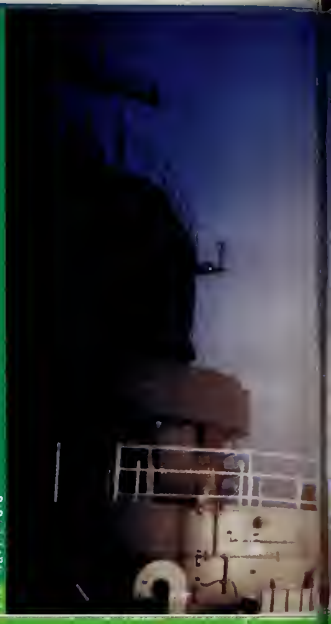
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NAVY WEAPONS



Tomahawk

U.S. Navy photo

MISSILES

Trident I (C-4)

The *Trident I* is carried on *Ohio*-class ballistic missile submarines.

DIMENSIONS: 34 ft. long; 74 in. diameter
WEIGHT: 70,000 lbs.
WARHEAD: Eight 100-KT MK 4 MIRV
PROPULSION: Solid-fuel rocket
RANGE: 4,350 nm
MANUFACTURER: Lockheed Martin.

Trident II (D-5)

Larger and with longer range than the *Trident I*.

DIMENSIONS: 44 ft. long; 83 in. diameter
WEIGHT: 130,000 lbs.
WARHEAD: Eight to 12 MK 5 RV or 14 150-KT MIRV or seven 300-KT MARV
PROPULSION: Three-stage, solid-fuel rocket
RANGE: 6,000 nm
MANUFACTURER: Lockheed Martin.

Joint Stand-Off Weapon (*JSOW*)

Planned to replace the *Paveway, Skipper* and *Maverick* laser-guided weapons. Designed as a drop-and-forget weapon to protect delivery aircraft.

DIMENSIONS: 13.3 ft. long; 106 in. wingspan
WEIGHT: 1,065 lbs.
WARHEAD: BLU-97 or BLU-108 bomblets
PROPULSION: Unpowered; glide range of 15 nm (low alt.), 40 nm (high alt.); in excess of 120 nm if powered
MANUFACTURER: Raytheon

Bullpup (AGM-12)

Carried aboard anti-submarine warfare aircraft for delivery on surfaced submarines and smaller warships.

DIMENSIONS: 13.6 ft. long; 18 in. diameter; 48 in. wingspan
WEIGHT: 1,785 lbs.
WARHEAD: 970 lbs.
PROPULSION: Storable, liquid-fuel rocket
SPEED: Mach 1.8
RANGE: 10 nm
MANUFACTURER: Lockheed Martin

HARM (High-Speed Anti-Radar Missile)

The standard anti-radar missile in the U.S. inventory. Used as both a strike-protection and anti-ship weapon.

DIMENSIONS: 13.5 ft. long; 10 in. diameter; 44 in. wingspan
WEIGHT: 798 lbs.
WARHEAD: 146 lbs.
RANGE: Dependent on launch speed/altitude
PROPULSION: Dual-thrust rocket motor
MANUFACTURER: Raytheon

Harpoon/SLAM/SLAM-ER

Harpoon: Air/surface/submarine-launched, anti-ship, all-weather cruise missile. Originally designed as an air-to-surface missile for the P-3 *Orion*, the *Harpoon* can now be carried by virtually all naval platforms.

DIMENSIONS: 12.6 ft. long (air-launched); 15.2 ft. long (surface- and submarine-launched), 13.5 in. diameter.
WEIGHT: 1,160 lbs. (air launch), 1,459 lbs. (ASROC launcher), 1,520 lbs. (SAM launcher), 1,523 lbs. (capsule/canister launch)
SPEED: High subsonic speeds
WARHEAD: 488.5 lbs., semi-armor piercing
PROPULSION: Turboject (cruise) w/solid-fuel booster for surface/submarine launch
RANGE: 75-80 nm (surface-launched); 120 nm (air-launched)
MANUFACTURER: Boeing

SLAM: A modified *Harpoon* designed for use against land targets.

DIMENSIONS: 14.6 ft. long
WEIGHT: 1,470 lbs.
SPEED: 120 nm
MANUFACTURER: Boeing

SLAM-ER: *SLAM-ER* has a greater range, a titanium warhead for increased penetration and software improvements which allow the pilot to retarget the impact point of the missile during the terminal phase of attack (the last five miles).

DIMENSIONS: 14.3 ft. long; 7.9 ft. wingspan
WEIGHT: 1,400 lbs.
SPEED: 150 nm
MANUFACTURER: Boeing

Maverick

Short-range, air-to-surface, tactical missile.

DIMENSIONS: 8.2 ft. long; 12 in. diameter; 2.4 ft. wingspan
WEIGHT: 635 lbs.
WARHEAD: 300 lbs.
PROPULSION: Two-stage, solid-fuel rocket motor
SPEED: Supersonic
RANGE: 14 nm
MANUFACTURER: Hughes/Raytheon

Harpoon



U.S. Navy photo

Advanced, Medium-Range, Air-to-Air Missile (AMRAAM)

An all-weather, beyond-visual-range, air-to-air missile designed as a follow-on to the *Sparrow*-missile series.

DIMENSIONS: 12 ft. long; 7 in. diameter; 21 in. wingspan
WEIGHT: 335 lbs.
PROPULSION: High performance, directed rocket motor
WARHEAD: Blast fragmentation, high explosive
SPEED: Supersonic
MANUFACTURER: Hughes/Raytheon

Phoenix Missile

Long-range, air-to-air missile designed for use in an all-weather, heavy-jamming environment.

DIMENSIONS: 13 ft. long; 15 in. diameter; 3 ft. wingspan
WEIGHT: 1,024 lbs.
PROPULSION: Solid-fuel rocket motor
WARHEAD: 135 lbs., proximity fuse, high explosive
RANGE: 100 nm
SPEED: Supersonic
MANUFACTURER: Hughes/Raytheon

Sparrow

A highly-maneuverable, all-weather, all-altitude, air-to-air missile. A surface ship version, the *Sea Sparrow,* provides U.S. Navy and NATO ships with an effective, anti-air weapon.

DIMENSIONS: 12 ft. long; 8 in. diameter; 3.4 ft. wingspan
WEIGHT: 500 lbs.
WARHEAD: 90 lbs. annular blast fragmentation
PROPULSION: Solid-fuel rocket motor
RANGE: 30 nm
SPEED: Supersonic
MANUFACTURER: Raytheon/General Dynamics

Sidewinder

A short-range, heat-seeking, anti-air missile carried by fighter aircraft. One of the oldest, least-expensive and most-successful missiles in the entire U.S. inventory.

DIMENSIONS: 9.6 ft. long; 5 in. diameter; 2.1 ft. wingspan
WEIGHT: 190 lbs.
PROPULSION: Single-stage, solid-fuel rocket motor
WARHEAD: 20.8 lbs., blast fragmentation
SPEED: Supersonic
RANGE: 8.7 nm
MANUFACTURER: Raytheon/Ford Aerospace/Loral

Tomahawk Cruise Missile

An all-weather, ship- or submarine-launched cruise missile.

DIMENSIONS: 18.3 ft. long (20.6 ft. with booster); 20.4 in. diameter; 8.9 ft. wingspan
WEIGHT: 2,650 lbs. (3,200 lbs. with booster)
WARHEAD: 1,000 lbs. conventional submunitions dispenser with combined-effect bomblets
PROPULSION: Turbojet (cruise); solid-fuel booster (launch)
SPEED: Subsonic
RANGE: 870 nm (land attack/conventional warhead)
MANUFACTURER: General Dynamics

Penguin Anti-ship Missile

Anti-ship missile carried aboard Lamps III helicopters.

DIMENSIONS: 10 ft. long; 11.2 in. diameter; 39 in. wingspan
WEIGHT: 847 lbs.
PROPULSION: Solid-fuel rocket motor/solid-fuel booster
WARHEAD: 265 lbs., semi-armor piercing
RANGE: 25 nm
SPEED: Mach 1.2
MANUFACTURER: Kongsberg Vaapenfabrikk (Norway)

Rolling Airframe Missile (RAM)

Low-cost, self-defense system against anti-ship missiles.

DIMENSIONS: 9.25 ft. long; 5 in. diameter; 1.5 ft. wingspan
WEIGHT: 162 lbs.
WARHEAD: 25 lbs., high explosive
PROPULSION: Solid-fuel rocket motor
RANGE: 5 nm
SPEED: Supersonic
MANUFACTURER: Raytheon

Standard Missile-1 (SM-1)/Standard Missile-2 (SM-2)

Currently employed in two variations: *SM-1/SM-2 MR* (medium range) and *SM-2 ER* (Extended Range).

SM-1/SM-2 MR

DIMENSIONS: 14.7 ft long; 13.5 in. diameter; 3.6 ft. wingspan
WEIGHT: 1,100 lbs. *(SM-1)*; 1,380 lbs. *(SM-2)*
WARHEAD: Proximity fuse/high explosive
PROPULSION: Dual thrust/solid-fuel rocket
RANGE: 15-20 nm *(SM-1)*; 40-90 nm *(SM-2 ER)*
MANUFACTURER: Raytheon

SM-2 ER

DIMENSIONS: 26.2 ft. long; 13.5 in. diameter; 5.2 ft. wingspan
WEIGHT: 2,980 lbs.
WARHEAD: Proximity fuse, high explosive
PROPULSION: Two-stage, solid-fuel rocket; sustainer motor and booster motor
RANGE: 65-100 nm
MANUFACTURER: Raytheon



U.S. Navy photo

Standard Missile

TORPEDOES

MK 46

The MK 46 torpedo is designed to be launched from surface combatants, ASROC missile launchers and fixed- and rotary-wing aircraft.

DIMENSIONS: 8.5 ft. long; 12.75 in. diameter
WEIGHT: 517 lbs.
RANGE: 4.5 nm
SPEED: 45 kts
PROPULSION: Two-speed, reciprocating, external combustion
WARHEAD: 96 lbs. high explosive
MANUFACTURER: Alliant Techsystems

MK 48/*ADCAP*

The MK 48 is designed to combat fast, deep-diving, nuclear submarines and high-performance, surface ships.

DIMENSIONS: 19 ft. long; 21 in. diameter
WEIGHT: 3,434 lbs. (MK 48); 3,695 lbs. (MK 48 *ADCAP*)
PROPULSION: Piston engine/pump jet
RANGE: 12 nm
SPEED: 40 kts
WARHEAD: 650 lbs. high explosive
MANUFACTURER: Gould

MK 50

An advanced lightweight torpedo for use against faster, deeper-diving and more-sophisticated submarines. The MK 50 can be launched from all ASW aircraft and from torpedo tubes aboard surface combatants. The MK 50 will eventually replace the MK 46 as the fleet's lightweight torpedo.

DIMENSIONS: 9.3 ft. long; 12.75 in. diameter
Weight: 750 lbs.
PROPULSION: Stored Chemical Energy Propulsion System
RANGE: 6 nm
SPEED: 40 kts
WARHEAD: 100 lbs. high explosive
MANUFACTURER: Alliant Techsystems/ Westinghouse



Photo by PH2 August Sipori

MK 46 torpedo

BOMBS

Paveway Laser-Guided Bomb

The *Paveway* series was developed to increase the accuracy of laser-guided bombs. All employ standard MK 80 series bombs with *Paveway* kits attached to guide the explosives to their targets.

MK 80 Series

The MK 80 series was developed in the late 1940s and has been the standard for Navy bombs ever since. The Mark (MK) number designates the weight of the bomb.

MK 81 (250 lbs.; 9 ft. long; 76.1 in. diameter)
MK 82 (500 lbs.; 10.8 ft. long; 90.9 in. diameter)
MK 83 (1,000 lbs.; 14 ft. long; 110.9 in. diameter)
MK 84 (2,000 lbs.; 18 ft. long; 154 in. diameter)

MINES

MK 67 *SLMM* (Submarine Launched Mobile Mine)

Based on the MK 37 torpedo, the *SLMM* is a submarine-deployed mine used for covert mining in hostile environments.

TYPE: Submarine-laid bottom mine.
DIMENSIONS: 13.4 ft. long; 19 in. diameter
DETECTION SYSTEM: Magnetic/seismic or magnetic/seismic/pressure target detection devices (TDDs)
DEPTH RANGE: 600 ft.
WEIGHT: 1,658 lbs.
EXPLOSIVES: 330 lbs. high explosive

MK 65 *Quickstrike*

A shallow-water, aircraft-laid mine used primarily against surface ships.

TYPE: Aircraft-laid bottom mine.
DIMENSIONS: 10.6 ft. long; 29 in. diameter
DETECTION SYSTEM: Magnetic/seismic/pressure target detection devices (TDDs)
DEPTH RANGE: 600 ft.
WEIGHT: 2,390 lbs.
EXPLOSIVES: Various loads

MK 60 *Captor*

Deep-water mine laid by aircraft or submarines designed to seek hostile submarines, while ignoring surface craft and friendly submarine acoustic signatures. Upon detection of a hostile submarine, the *Captor* launches an MK 46, Mod 4 torpedo.

TYPE: Aircraft-, ship- or submarine-laid, magnetically-moored mine.
DIMENSIONS: 12 ft. long, 21 in. diameter (aircraft/ship-laid); 11 ft. long, 21 in. diameter (submarine-laid)
DETECTION SYSTEM: Reliable acoustic path (RAP) sound propagation.
DEPTH RANGE: 1,000 ft.
WEIGHT: 2,370 lbs. (aircraft/ship-laid); 2,056 lbs. (submarine-laid)
EXPLOSIVES: 96 lbs. high explosive (MK 46 torpedo)

MK 56 and MK 57

TYPE: Aircraft-laid, moored mine (MK 56); submarine-laid, magnetically-moored mine (MK 57).
DIMENSIONS: 9.5 ft. long, 22.4 in. diameter (MK 56); 10 ft. long, 21 in. diameter (MK 57)
DETECTION SYSTEM: Total field magnetic exploder
DEPTH RANGE: 600 ft.
WEIGHT: 2,000 lbs. (MK 56); 2,059 lbs. (MK 57)
EXPLOSIVES: 360 lbs., high explosive (MK 56); 340 lbs., high explosive (MK 57)



Phalanx Close-In Weapons System

SHIPBOARD GUNS

MK 45 5 inch/54 caliber Lightweight Gun Mount

The 5 inch/54 caliber lightweight gun provides surface combatants accurate naval gunfire against fast, highly maneuverable surface targets, air threats and shore targets during amphibious operations.

SHELL WEIGHT: 70 lbs.
RATE OF FIRE: 20 rounds/min.
MUZZLE VELOCITY: 2,650 ft./sec.
RANGE: 13 nm
MAGAZINE CAPACITY: 475-500 rounds
Weight: 47,820 lbs.

MK 45 MOD 5 inch/62 caliber Lightweight Gun Mount

This latest version of the MK 45 gun mount is designed for use with the Extended Range Guided Munition (ERGM) to provide over-the-horizon range and improved lethality to meet near-term naval surface fire support needs.

SHELL WEIGHT: 70 lbs. conventional ammunition, 110 lbs. ERGM projectile
RATE OF FIRE: 20 rounds/min. (conventional ammunition), 10 rounds/min. (ERGM)
MUZZLE VELOCITY: 2,650 ft./sec.
RANGE: 60 nm
WEIGHT: 42,800 lbs.

MK 38 25 mm/87 caliber Machine Gun System

Single-barreled, air-cooled heavy machine gun.

SHELL WEIGHT: 1.1 lbs
MUZZLE VELOCITY: 1,100 m/sec.
RANGE: 2,700 yds.
RATE OF FIRE: 175 rounds/min.
MANUFACTURER: Crane Division, Naval Surface Warfare Center

MK 75 76mm/62 caliber 3 inch Gun

Best suited for use aboard smaller combat vessels, the MK 75 features rapid fire capability with low manning requirements.

RATE OF FIRE: 80 rounds/min.
MUZZLE VELOCITY: 3,000 ft./sec.
RANGE: 10 nm
WEIGHT: 13,680 lbs.
MANUFACTURER: FMC Naval Systems Division and OTO Melara

Phalanx Close-In Weapons System

The Phalanx CIWS combines a 20mm Gatling gun with search and tracking radar to provide surface ships with terminal defense against anti-ship missiles which have penetrated other fleet defense systems.

RATE OF FIRE: 4,500 rounds/min.
MUZZLE VELOCITY: 3,650 ft./sec.
RANGE: 6,000 yds.
MANUFACTURER: General Dynamics

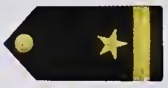
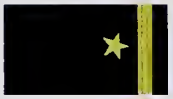
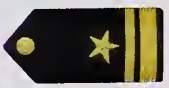
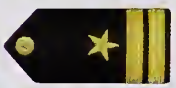
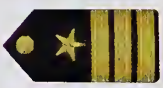
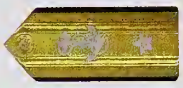
MK 45



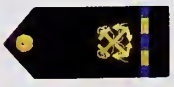
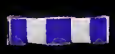
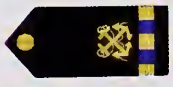
U.S. Navy photo

Ranks

Commissioned Officers

	HAT/SHOULDER/COLLAR	SHOULDER BOARDS	SLEEVE
O-1 Ensign			
O-2 Lieutenant Junior Grade			
O-3 Lieutenant			
O-4 Lieutenant Commander			
O-5 Commander			
O-6 Captain			
O-7 Rear Admiral (Lower Half)			
O-8 Rear Admiral (Upper Half)			
O-9 Vice Admiral			
O-10 Admiral			

Warrant Officers

	HAT/SHOULDER/COLLAR	SHOULDER BOARDS	SLEEVE
W-1 Chief Warrant Officer			
W-2 Chief Warrant Officer			
W-3 Chief Warrant Officer			
W-4 Chief Warrant Officer			

Enlisted Members

		HAT/COLLAR	SLEEVE
E-1	Seaman Recruit		
E-2	Seaman Apprentice		
E-3	Seaman		
E-4	Petty Officer Third Class		
E-5	Petty Officer Second Class		
E-6	Petty Officer First Class		
E-7	Chief Petty Officer		
E-8	Senior Chief Petty Officer		
E-9	Master Chief Petty Officer		

Line/Staff/Warrant Officer Sleeve Devices

Line		Cryptologic Technician	
Supply Corps		Repair Technician	
Medical Corps		Intelligence Technician	
Nurse Corps		Boatswain	
Medical Service Corps		Data Processing Technician	
Dental Corps		Engineering/Nuclear Power Technician	
Physician's Assistant		Aerographer	
Judge Advocate General Corps		Air Traffic Controller	
Law Community		Aviation Boatswain	
Christian Chaplain		Explosive Ordnance Disposal	
Jewish Chaplain		Aviation Electronics Technician	
Civil Engineer Corps		Aviation Ordnance Technician	
Ship's Clerk		Band Master	
Ordnance Technician			

*Devices for Diving Officer and Security Technician not pictured

Enlisted Ratings



AB
Aviation Boatswain's Mate
ABE (Launching and Recovery Equipment)
ABF (Fuels)
ABH (Aircraft Handling)



AC
Air Traffic Controller



AD
Aviation Machinist's Mate



AE
Aviation Electrician's Mate



AG
Aerographer's Mate



AK
Aviation Storekeeper



AM
Aviation Structural Mechanic
AME (Safety Equipment)
AMH (Hydraulic)



AO
Aviation Ordnanceman



AS
Aviation Support Equipment Technician



AT
Aviation Electronics Technician



AW
Aviation Antisubmarine Warfare Operator



AZ
Aviation Maintenance Administrationman



BM
Boatswain's Mate



BU
Builder



CE
Construction Electrician



CM
Construction Mechanic



CT
Cryptologic Technician
CTA (Administrative)
CTI (Interpretive)
CTM (Maintenance)
CTO (Communication)
CTR (Collection)
CTT (Technical)



DC
Damage Controlman



DK
Disbursing Clerk



DM
Illustrator/Draftsman



DS
Data Systems Technician



DT
Dental Technician



EA
Engineering Aide



EM
Electrician's Mate



EN
Engineman



EO
Equipment Operator



ET
Electronics Technician



EW
Electronics Warfare Technician



FC
Fire Controlman



FT
Fire Control Technician



GM
Gunner's Mate
GMG (Guns)
GMM (Missiles)



GS
Gas Turbine System Technician
GSE (Electrical)
GSM (Mechanical)



HM
Hospital Corpsman



HT
Hull Maintenance Technician



IC
Interior Communications Electrician



IM
Instrumentman



IS
Intelligence Specialist



JO
Journalist



LI
Lithographer



LN
Legalman



MA
Master-at-Arms



MM
Machinist's Mate



MN
Mineman



MR
Machinery Repairman



MS
Mess Management Specialist



MT
Missile Technician



MU
Musician



NC
Navy Counselor



OM
Opticalman



OS
Operations Specialist



OT
Ocean Systems Technician
OTA (Analyst)
OTM (Maintainer)



PC
Postal Clerk



PH
Photographer's Mate



PN
Personnelman



PR
Aircrew Survival Equipmentman



QM
Quartermaster



RM
Radioman



RP
Religious Program Specialist



SH
Ship's Serviceman



SK
Storekeeper



SM
Signalman



ST
Sonar Technician
STG (Surface)
STS (Submarine)



SW
Steelworker



TM
Torpedoman's Mate



UT
Utilitiesman



WT
Weapons Technician



YN
Yeoman



Apprentice Training Graduate
(Seaman)



Apprentice Training Graduate
(Fireman)



Apprentice Training Graduate
(Airman)

Order of Precedence — U.S. Navy



Medal Of Honor



Navy Cross



Defense Distinguished Service Medal



Distinguished Service Medal



Silver Star



Defense Superior Service Medal



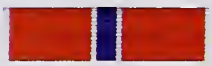
Legion of Merit



Distinguished Flying Cross



Navy/Marine Corps Medal



Bronze Star



Purple Heart



Defense Meritorious Service Medal



Meritorious Service Medal



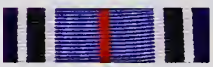
Air Medal



Joint Service Commendation Medal



Navy/Marine Corps Commendation Medal



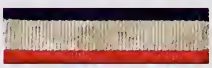
Joint Service Achievement Medal



Navy/Marine Corps Achievement Medal



Combat Action Ribbon



Presidential Unit Citation



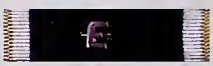
Joint Meritorious Unit Award



Navy Unit Commendation



Meritorious Unit Commendation



Battle"E" Ribbon



POW Medal



Good Conduct Medal



Naval Reserve Meritorious Service Medal



Fleet Marine Force Ribbon



Navy Expeditionary Medal



China Service Medal



Navy Occupation Service Medal



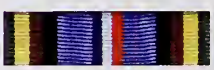
National Defense Service Medal



Korean Service Medal



Antarctica Service Medal



Armed Forces Expeditionary Medal



Vietnam Service Medal



Southwest Asia Service Medal



Armed Forces Service Medal



Humanitarian Service Medal



Military Outstanding Volunteer Service Medal

Sea Service Deployment Ribbon

Navy Arctic Service Ribbon

Naval Reserve Sea Service Ribbon

Navy/Marine Corps Overseas Service Ribbon

Navy Recruiting Service Ribbon

Armed Forces Reserve Medal

Naval Reserve Medal

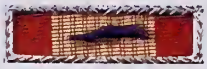
Philippine Presidential Unit Citation



Republic of Korea Presidential Unit Citation



Republic of Vietnam Presidential Unit Citation



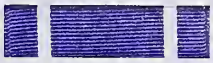
Republic of Vietnam Gallantry Cross Unit Citation



Republic of Vietnam Civil Actions Unit Citation



United Nations Service Medal



United Nations Medal



NATO Medal



Multinational Force and Observers Medal



Inter American Defense Board Medal



Republic of Vietnam Campaign Medal



Kuwait Liberation Medal (Kingdom of Saudi Arabia)



Kuwait Liberation Medal (Kuwait)



Rifle Marksmanship Medal



Pistol Marksmanship Medal

Devices



Gold Star
Denotes each subsequent award of the same Navy decoration.



Silver Star
Worn in the same manner as the gold star, in lieu of five gold stars.



Bronze Service Star
Represents participation in campaigns or operations, multiple qualification or an additional award to any of the various ribbons on which it is authorized. Also worn to denote first award of the single-mission Air Medal after Nov. 22, 1989.



Silver Service Star
Worn in the same manner as the bronze service star, in lieu of five bronze service stars.



Bronze Oak Leaf Cluster
Represents second and subsequent entitlements of awards.



Silver Oak Leaf Cluster
Worn for the 6th, 11th or in lieu of five bronze oak leaf clusters.



Wintered Over
For wintering over on the Antarctic continent - a clasp for Antarctic Service Medal; a suspension ribbon and a disc for the service ribbon of bronze for first winter; gold for the second winter; and silver for the third winter.



"V" Device
Authorized for acts or service involving direct participation in combat operations.



Hourglass
Issued for each succeeding award of the Armed Forces Reserve Medal.



Europe and Asia Clasps
Worn on the suspension ribbon of the Navy Occupation Service Medal.



Fleet Marine Force Combat Operations Insignia
For Navy personnel attached to Fleet Marine Force units participating in combat operations.



Silver "E"
Denotes Expert Marksman qualification.



Bronze "S"
Denotes Sharpshooter Marksman qualification.



"M" Device
Denotes Naval Reserve mobilization in support of certain operations.



Strike/Flight Device
Bronze Arabic numeral denotes the total number of strike/flight awards of the Air Medal earned subsequent to April 9, 1962.



"3/16" Palm
Worn on the Republic of Vietnam Gallantry Cross Unit Citation and Republic of Vietnam Civil Actions Unit Citation ribbons.



"E" Wreath
Denotes four or more Battle "E" Awards.

The above display represents the correct order of precedence for ribbons most likely to be worn today on the Navy uniform. Devices worn on these ribbons must be worn in a specified manner and are used to denote additional awards or participation in a specific event. For additional information about the proper order of display, placement of devices or about ribbons not shown, refer to SECNAVINST 1650.1F and the U.S. Navy Uniform Regulations (NAVPERS 1566.5G).

Warfare Pins & Badges



Naval Astronaut



Naval Astronaut (NFO)



Naval Aviator



Dirigible Pilot



Naval Aviation Observer and Flight Meteorologist



Naval Flight Surgeon



Naval Flight Nurse



Naval Flight Officer



Aviation Experimental Psychologist and Aviation Psychologist



Enlisted Aviation Warfare Specialist



Naval Aviation Supply Corps



Aircrew



Marine Combat Aircrew



Special Warfare



Special Operations



Surface Warfare (officer)



Surface Warfare (enlisted)



Surface Warfare (nurse)



Surface Warfare (medical)



Surface Warfare (dental)



Surface Warfare (medical service)



Surface Warfare (supply)



Submarine (officer)



Submarine (enlisted)



Submarine (medical)



Submarine (engineering duty)



Submarine (supply)



Submarine Combat Patrol



SSBN Deterrent Patrol (20 patrols)



SSBN Deterrent Patrol (12 patrols)



Seabee Combat Warfare Specialist (officer)



Seabee Combat Warfare Specialist (enlisted)



Naval Parachutist



Basic Parachutist



Naval Reserve



Integrated Undersea Surveillance System (officer)



Integrated Undersea Surveillance System (enlisted)



Master Explosive Ordnance Disposal



Senior Explosive Ordnance Disposal



Explosive Ordnance Disposal



Diving (officer)



Diving (medical)



Master Diver



Diver (medical technician)



First Class Diver



Second Class Diver



Scuba Diver



Deep Submergence (officer)



Deep Submergence (enlisted)



Presidential Service Badge



Vice Presidential Service Badge



Office of the Secretary of Defense



Joint Chiefs of Staff



Recruiting Command



Recruiting Command for Excellence



Recruiter



Career Counselor



Recruit Company Commander



Command-at-Sea



Command Ashore



Officer in Charge (small craft)



Petty Officer in Charge (small craft)



Craftmaster



Master Chief Petty Officer of the Navy



Force Master Chief Petty Officer



Fleet Master Chief Petty Officer



Master Chief Petty Officer of the Command



Senior Chief Petty Officer of the Command



Chief Petty Officer of the Command



U.S. Navy Police (officer)



U.S. Navy Police (enlisted)



U.S. Navy Security



U.S. Navy Corrections



U.S. Navy Guard



U.S. Navy Master-at-Arms

The Navy has a wide variety of special-duty assignments for Sailors who are looking for something new – and something different. On the next few pages you will find only a

Special



USS Constitution

Photo by PHC Delores Anglin



Photo by PHC Delores Anglin

USS *Constitution* (ENLTRANSMAN 9.24): USS *Constitution* is an important part of our American heritage. She earned her nickname "Old Ironsides" during the War of 1812 and is the oldest commissioned warship afloat in the world. *Constitution* is permanently berthed in Boston where her crew of active-duty Sailors maintains and presents her to approximately 1 million visitors each year. Sailors seeking duty aboard *Constitution* must be able to deal with the public with maturity and tact and always be a model representative of today's Navy. Ratings: Various.



Deep Sea Diver Program



Photo by PHC David M. Tilton

Deep Sea Diver Program (ENLTRANSMAN 9.15): Deep Sea Divers plan, supervise and execute salvage, repair and rescue diving operations. They are responsible for the maintenance and safe operation of diving equipment and tools. Ratings: Various.

sampling of the hundreds of special programs available. Pick up a copy of the Enlisted Transfer Manual (ENLTRANSMAN) to find out which jobs you may be eligible for.

Duty

Physical Security-Law Enforcement Specialist (ENLTRANSMAN 9.07): The Law Enforcement Specialist performs duties in internal security at installations and facilities as a member of the Navy Internal Security Force. Personnel selected for assignment attend the Law Enforcement Specialist Training School and earn the Law Enforcement Specialist NEC (9545). Ratings: All ratings except HM, DT and those serving in pay grades E-7 to E-9.

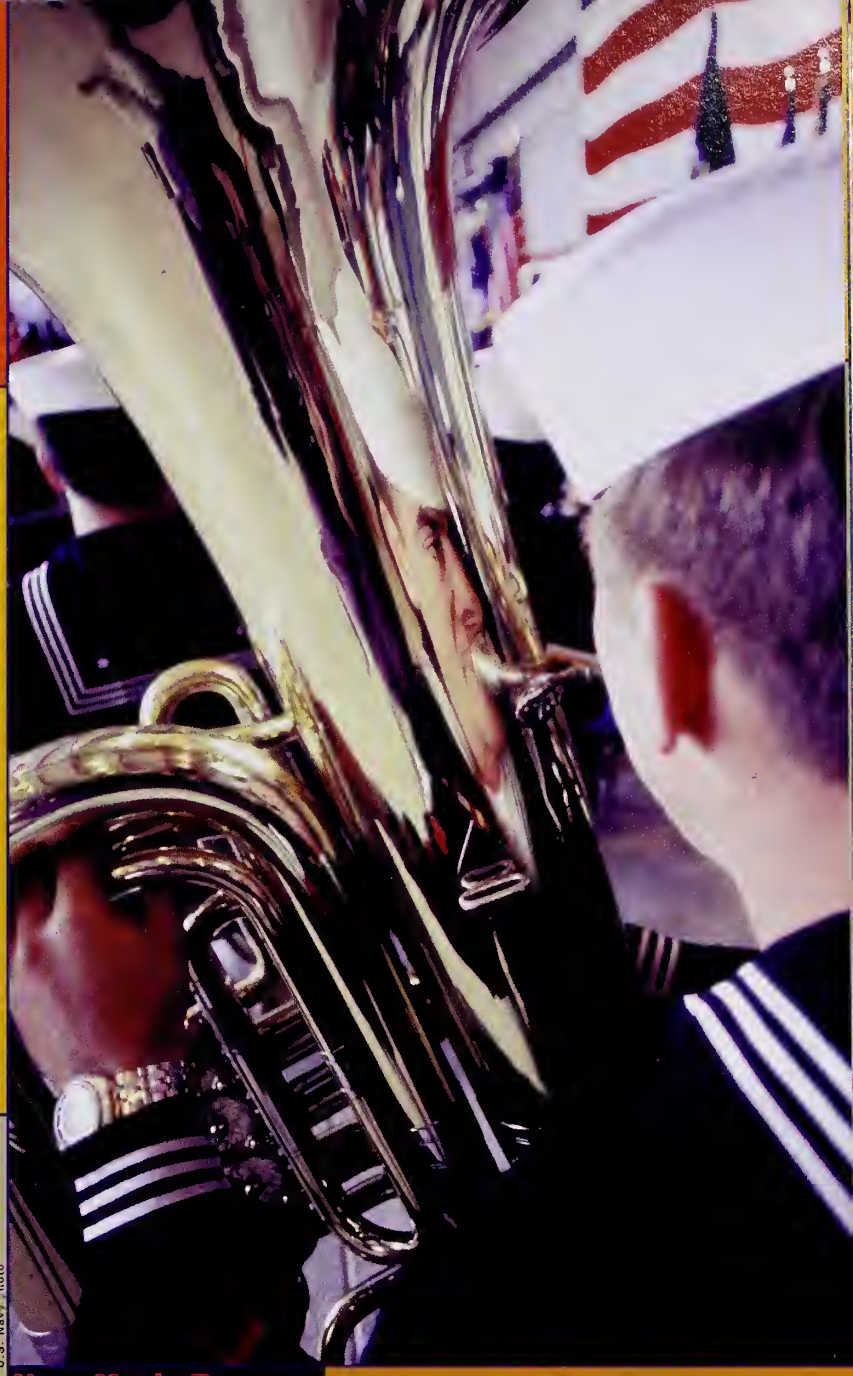
U.S. Navy Flight Demonstration Squadron (Blue Angels) (ENLTRANSMAN 9.23): Only the "best of the best" are selected to service these *Hornets* and provide administrative and logistic support for this world-famous squadron. Ratings: AD, AE, AK, AME, AMH, AMS, AO, AS, AT, AZ, DM, JO, PH, PR, YN and Airman (AN).

Photo by PH2(SW) Mallie J. Bean



Photo courtesy of the Blue Angels

U.S. Navy Flight Demonstration Squadron (Blue Angels)



U.S. Navy photo

Navy Music Program

Navy Music Program (ENLTRANSMAN 9.34): The Navy Music Program is comprised of men and women who possess musical skills in varying styles, to include martial, classical, jazz, rock and country/western. All applicants must audition prior to requesting conversion. Approval/disapproval is determined by "Special Assistant for Music" (PERS-6MM). Due to fluctuating NEC manning requirements, contact with local band directors or the MU detailers is recommended. Ratings: All.

Naval Reserve Officer Training Corps (NROTC) (ENLTRANSMAN 9.52): Personnel selected for duty as instructors at any NROTC unit must be mature, emotionally stable individuals and must demonstrate aptitude for such an assignment. Ratings: Various.

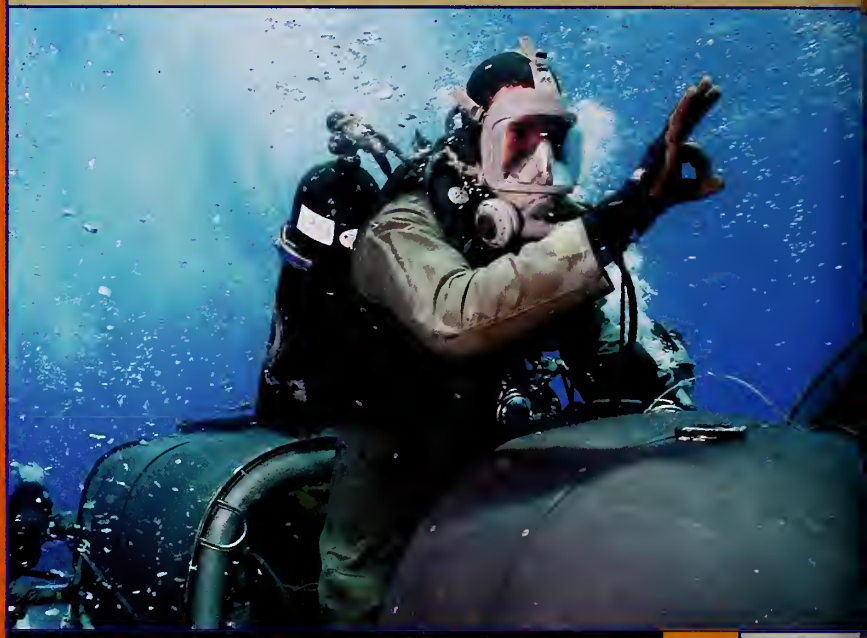
Landing Craft, Air Cushion (LCAC) (ENLTRANSMAN 9.67): The LCAC is a non-self-sustaining, high-speed, ship-to-shore, over-the-beach, air-cushioned vehicle (ACV) designed to operate from the welldeck of amphibious assault ships in support of Marine amphibious forces. It is capable of carrying a 60-ton payload at 30 knots in sea state 3, delivering equipment, personnel and weapon systems to the beach from over-the-horizon standoff distances. In its secondary configuration as a Multi-mission Craft, Air Cushion (MCAC), it can support the Personnel Transport Module (PTM) which is capable of transporting up to 180 troops. When configured for mine countermeasures (MCM), it is capable of conducting mine hunting/sweeping and lane breaching. The craft has a crew of five Sailors. The LCAC program includes duty as craft master (NEC 0167), craft engineer (NEC 4131), craft navigator (NEC 0304), load master (NEC 4133) and deck mechanic (NEC 4135). Ratings: Various.



Photo by PH2 Joseph Gunder

Personnel Exchange Program (PEP)

Advancement Examination and Rate Training Manual Writer (ENLTRANSMAN 9.47): These billets must be filled at or above the pay grades indicated. Screening is required to ensure the prospective writer has recent, technical experience in the rating. Senior petty officers whose current assignments involve general duties outside the rating should not be ordered to these billets. Writers must be mature, stable individuals who are able to function independently, and must demonstrate aptitude for such assignment. Although writers work with civilian education specialists, their writing responsibilities are accomplished independently. Ratings: All (E-7 and above).



SEAL/UDT (Naval Special Warfare) Program

SEAL/UDT (Naval Special Warfare) Program (ENLTRANSMAN 9.13): The Navy Special Warfare Community includes enlisted personnel qualified for and assigned secondary NECs (SNEC) 5321, 5322, 5326 and 5327. Once qualified, personnel perform Special Warfare Operations as SEAL/UDT Combatant Swimmers. Ratings: Various

Personnel Exchange Program (PEP) (ENLTRANSMAN 9.25): This program provides the opportunity for U.S. Navy personnel to become an integrated part of the host country's service. The intent of the program is to provide a better understanding and appreciation of our Allies, allow foreign nations to become better acquainted with the United States through personal contact, and to provide interesting foreign duty assignments. Nations may include Australia, Belgium, Canada, Italy, Germany, the Netherlands and Norway. Ratings: Various.

Command Career Counselor Program (ENLTRANSMAN 9.09): Command Career Counselors (CCC) assist commanders and commanding officers with their retention efforts. Sailors filling full-time CCC billets are trained to provide the support required in the Retention Manual. Ratings: All ratings, E-6 and above. Naval Reserve activities may designate an E-5 as long as all other qualifications are met and a qualified E-6 is not available.



Photo by JO1 Robert Benson

USS *Arizona* Memorial



Photo by PH1(DV) Andy McKaskle

USS *Arizona* Memorial (ENLTRANSMAN 9.55): The *Arizona* Memorial is the premier tourist attraction in Hawaii. More than 1 million visitors annually pay their respects to the ship and her crew. Volunteers seeking duty at the memorial must be able to deal with the public with maturity and tact and always be a model representative of today's Navy. Non-petty officers (E-3 and below) will preferably have fleet experience, but may be assigned directly from recruit training or academic (non-disciplinary) attrition from Class "A" school. Petty officers nominated should be eligible for shore duty and preferably warfare qualified. Ratings: Various.

Navy Manpower Analysis Center (NAVMAC) (ENLTRANSMAN 9.35): NAVMAC conducts detailed analyses of workload, manning standards and mission statements to determine optimum levels of manpower required for units to meet their respective wartime missions. Duties include conducting extensive on-site surveys, using collected data to develop ship, squadron or fleet manpower documents. Ratings: Various.



Photo by JO1 Robert Benson

U.S. Navy Ceremonial Guard

U.S. Navy Ceremonial Guard (ENLTRANSMAN 9.11): The Ceremonial Guard is the official ceremonial unit of the Navy and, as such, is a Presidential Support Activity. The Ceremonial Guard is a component of Naval District Washington (NDW). Non-petty officers are assigned directly from Recruit Training Centers. Ratings: All.

Naval Test Parachutists (ENLTRANSMAN 9.42): A naval test parachutist performs live jump testing and evaluation of personnel parachutes and related equipment used in both aircraft emergency escape systems and premeditated tactical parachute operations. Technical expertise is provided to recovery systems engineers and test engineers in parachute design, fabrication and packing techniques; testing procedures and testing support; and fleet operational requirements and utilization techniques. Equipment used in the performance of duties includes a variety of emergency egress and premeditated parachute systems, related packing tools, sewing machines and test hardware. Ratings: PR.

Navy Recruiting Exhibit Center (ENLTRANSMAN 9.44): Personnel assigned serve as tractor trailer exhibit drivers and showmen and deploy throughout the nation performing Navy awareness exhibit shows at high schools, colleges, air shows and other city, county and state events. Driver/showmen personnel develop community relations and are often the only image of the Navy presented to the general public when performing their duties as showmen for the exhibit. Ratings: All.



U.S. Navy photo

White House Communications Agency (WHCA)

White House Communications Agency (WHCA) (ENLTRANSMAN 9.51): The WHCA provides telecommunications, computer systems and audio-visual support to the President of the United States, his staff, the First Family, the Vice President, former presidents and their families, and the United States Secret Service. The WHCA manages a worldwide recruiting program to recruit personnel for assignment to the agency by traveling to various naval bases. Ratings: BU, CE, CTA, CTM, CTO, CTO (NEC 2318), DP, DS, EM, ET, IC, PH, UT, RM (NEC 2318).

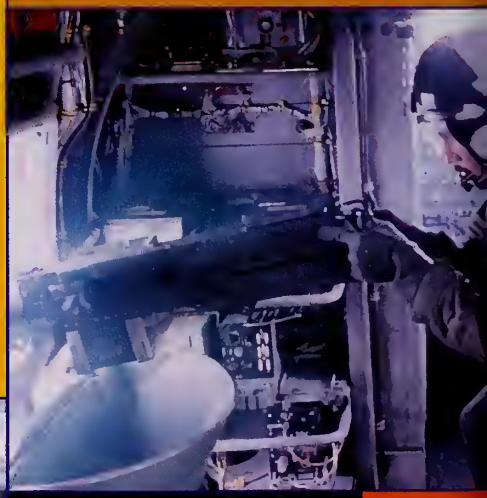
EOD Program (ENLTRANSMAN 9.14): The Explosive Ordnance Disposal (EOD) Community includes enlisted personnel qualified for and assigned secondary NECs (SNEC) 5332 and 5333. Additionally, these personnel carry the enlisted designator (PJ) and/or (DV). Once qualified, personnel perform explosive ordnance disposal operations as EOD technicians. Ratings: Various.

Naval Special Warfare Mobile Communication Teams (MCT) (ENLTRANSMAN 9.57): Members assigned to MCT require special screening and interview by a commissioned officer to determine eligibility. MCT billets require duty in arduous field environments (many times isolated and independent) supporting real operations. Units are homeported at the Naval Amphibious Bases in Coronado, Calif., and Little Creek, Va., but make continuous deployments to overseas locations. Ratings: Various.



U.S. Navy photo

Assignment to Marine Helicopter Squadron 1 (HMX-1) (ENLTRANSMAN 9.68): HMX-1 is the designated Presidential helicopter support squadron based at Quantico, Va. The Marine Corps and Navy personnel assigned to HMX-1 perform a wide range of duties including the transport of executives and heads of state, as well as providing support to various commands attached to the Marine Corps Combat Development Command located at Quantico. Ratings: AK and HM (NEC 8406/8425).



Naval Aircrew Program

Naval Aircrew Program (ENLTRANSMAN 9.12): Naval Aircrewmen perform duties in fixed- and rotary-wing aircraft based ashore and afloat in those crew member positions determined by CNO. Personnel assigned to this program are under permanent flight orders, which are governed by BUPERSINST 1326.4. Ratings: Various aviation ratings.

Family Service Centers (ENLTRANSMAN 9.54): Family Service Centers (FSCs) provide a full range of counseling, education and training and information and referral services for service members and their families. Volunteers for these billets must be highly motivated for service in the family support field. The more specialized information and referral specialist is covered by this program. Ratings: Various.



Photo by PH1 (DV) Andrew McKaskle

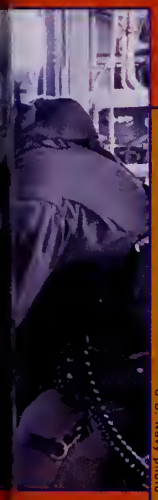


Photo by PH1 Cameron

SEABEE Underwater Construction Technician (UCT) Program

SEABEE Underwater Construction Technician (UCT) Program (ENLTRANSMAN 9.16): Limited numbers of construction rating (Occupational Field 13) Seabee personnel are needed as underwater construction technicians for underwater construction, repair, maintenance and inspection. Candidates are assigned NEC 5933 (basic underwater construction technician candidate) upon entering formal diver training to qualify as a diver 2nd class (NEC 5343). Seabee underwater construction divers then attend an underwater construction techniques course qualifying them as basic underwater construction technician (NEC BU-5932). Only after completion of diver and underwater construction training is NEC 5932 assigned. Basic underwater construction technician personnel are eligible for formal training as diver 1st class (NEC 5342), then an underwater construction techniques course qualifying them as advanced underwater construction technician (NEC 5931). NEC 5931 personnel may later continue formal training as saturation diver (NEC 5311) and/or as master diver (NEC 5341). Ratings: BU, SW, EA, UT, CE, EO and CM.

Historic Ship *Nautilus* (SSN 571) (ENLTRANSMAN 9.36): USS *Nautilus* (SSN 571) is an important part of U.S. naval history. Located in Groton, Conn., the ship hosts more than 250,000 visitors each year. The crew of *Nautilus* is in constant contact with the public, requiring outstanding personal appearance and military bearing. Ratings: All, but must be submarine qualified.



U.S. Navy photo

Staff Duty with the Broadened Opportunity for Officer Selection and Training (BOOST) Program (ENLTRANSMAN 9.40): BOOST is a Navy upward mobility program which allows educationally disadvantaged young men and women to prepare themselves to gain entrance to the Naval Academy or to accept NROTC Scholarships. Ratings: All.

Enlisted TAR (Training and Administration of Reserve) Conversion (ENLTRANSMAN 9.41): Increased emphasis has been placed on integration of the Naval Reserve into the operating forces by making Reserve commands substantially more capable of rapid mobilization and augmentation. In addition to new hardware, aircraft and ships, growth of the Reserve force requires additional talented, career-oriented personnel. Conversion of Navy members currently on active duty is essential to meet the manning requirements of the TAR program. Ratings: Various.

The Future is Now



Artist's conception courtesy of Morgan Ian Wilbur



Artist's conception courtesy of Lockheed Martin

CVX and *Nimitz*-Class Aircraft Carriers

Nimitz-class, nuclear-powered aircraft carriers are currently replacing the Navy's aging, conventionally-powered carriers on a one-for-one basis, while preserving and recapitalizing carrier battle group (CVBG) force levels and meeting forward-presence, crisis-response and warfighting requirements. The Navy's 12 carriers are forward deployed worldwide in support of U.S. policy and are increasingly important as more emphasis is placed on littoral regions and land-based forces are brought home.

Program Status: Eight *Nimitz*-class carriers have been delivered; *Ronald Reagan* (CVN 76) is currently under construction and is expected to be delivered in FY02. The FY98 to FY02 Future Years Defense Plan (FYDP) includes funding for CVN 77, a modified-version of CVN 76, to replace USS *Kitty Hawk* (CV 63) in 2008. CVN 77 will be a "transition ship," incorporating new technologies and features in anticipation of the move to a next-generation carrier design (CVX), which is currently in research and development. The first CVX could be requested as early as FY06, with a target-delivery date of FY13.

Developer/Manufacturer: Newport News Shipbuilding

CH-60 Fleet Combat Support Helicopter

The CH-60 Fleet Combat Support Helicopter will complement and eventually replace the Navy's aging fleet of H-46 helicopters. The mission of the CH-60 includes combat search and rescue, special operations and logistics. Combining the Army's UH-60 *Blackhawk* fuselage and the Navy's SH-60 *Seahawk* dynamic components, the CH-60 promises to be a superb aircraft. The commonality bred into the helicopter will contribute to mission effectiveness and provide for better parts resupply.

Program Status: The first demonstration aircraft was built in FY97 and first flew in October 1997. The Navy has since joined in a multi-service, multi-year procurement with the Army. The Navy intends to take delivery of its first CH-60 in late FY99. In FY00, the Navy plans to procure 18 to 20 CH-60s, eventually buying up to 237 of these new aircraft.

Developer/Manufacturer: Sikorsky, General Electric and Lockheed Martin



U.S. Navy photo



JSF (Joint Strike Fighter)

The Joint Strike Fighter (JSF) program, formerly the Joint Advanced Strike Technology (JAST) program, will develop and field a tri-service "family" of next-generation, strike aircraft with an emphasis on affordability. The "family" concept allows for a high level of commonality while meeting unique service and allied needs. The focus of the JSF program is to reduce the cost of developing, producing and operating new aircraft. The joint approach is anticipated to produce significant savings when compared to the costs of separate programs.

Program Status: In November 1996, the designs from Lockheed Martin and Boeing were selected to compete in the JSF Concept Demonstration Phase. This phase is ongoing and is designed to lead to an affordable, low-risk transition to the Engineering and Manuafacturing Development (EMD) phase in FY01. The first aircraft are scheduled to be delivered in FY08.

Developer/Manufacturer: Weapon system concept definition and design – Boeing and Lockheed Martin. Propulsion system – Pratt & Whitney and General Electric/Allison Engine Company



Artist's conception, courtesy of Lockheed Martin

DD 21 (Land Attack Destroyer)

The first member of the SC-21 "family" of ships is DD 21, the 21st Century, Land Attack Destroyer. The mission of the ship is to provide credible, independent forward presence/deterrence while operating as an integral part of naval, joint or combined maritime forces. DD 21 is the first surface combatant which has been designed from the keel up based entirely on post-Cold War requirements. DD 21 is a multi-mission destroyer which will provide an advanced level of land attack in support of ground campaigns and contribute to battlespace dominance in littoral regions.

Program Status: The DD 21 program has been authorized to proceed with Program Definition and Risk Reduction (Phase I). In April 1998, Program Executive Office DD 21 was established, placing DD 21-related programs and technologies under the control of a single acquisition manager. Currently, two industry teams are under contract to develop independent DD 21 designs; a winning design will be selected in FY01. Detailed design and construction of the lead ship will begin in FY04. The Navy plans to buy 32 of these new ships, procured at a rate of three ships per year beginning in 2005, to replace the *Spruance*-class destroyer and *Oliver Hazard Perry*-class frigate.

Developer/Manufacturer: TBD

ASDS (Advanced Swimmer Delivery System)

ASDS is a dry mini-submarine with a two-man crew capable of carrying a SEAL squad. The craft's mission is long-range, clandestine insertion and extraction in support of special operations. The vehicle will be launched from a host submarine or the well deck of an amphibious ship and, unlike current swimmer-delivery systems, will almost completely eliminate the SEALs' exposure to cold water, greatly reducing physical and mental fatigue.

Program Status: The first ASDS will be completed in late FY99 and delivered to SEAL Delivery Team 1 (SDVT-1) in Pearl Harbor.

Developer/Manufacturer: Northrop Grumman Oceanic Division

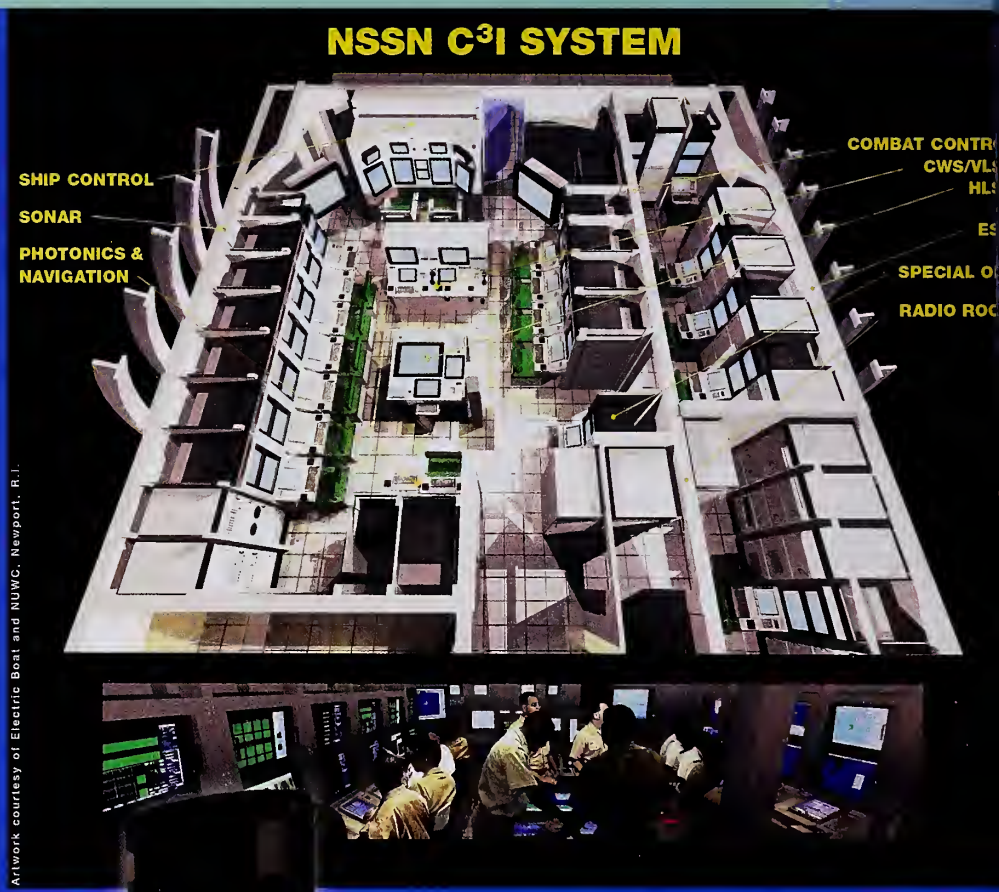
U.S. Navy photo

Virginia-Class Attack Submarine

The *Virginia*-class attack submarines will eventually replace the aging, *Los Angeles*-class SSNs. The *Virginia* class will maintain the traditional, open-ocean, anti-submarine and anti-surface warfare capability, but have increased capability for littoral and regional operations. These submarines will be equipped to perform mining operations, Special Forces insertion/extraction, battle group support, intelligence collection, sea control and land attack. The ships' design will allow for the incorporation of new technology and changing mission requirements.

Program Status: Advance procurement for the *Virginia* was funded in FY96 and FY97. Construction began in FY98.

Developer/Manufacturer: General Dynamics, Electric Boat and Newport News Shipbuilding



Artwork courtesy of Electric Boat and NUWC, Newport, R.I.







U.S. Navy photo

F/A-18E/F *Super Hornet*

The introduction of the F/A-18E/F *Super Hornet* to the fleet in 2000 will provide critical growth capacity, weapon-bring-back improvements, survivability enhancements and range/payload improvements – all of which are required to keep the strike-fighter force viable well into the 21st century. There will be extensive commonality with weapons systems, avionics and software between F/A-18 variants. Ultimately, the F/A-18E will replace older F/A-18s while the two-seat F/A-18F will replace the F-14.

Program Status: The F/A-18E/F program is in the final year of its three-year, Engineering and Manufacturing Development (EMD) phase. Aircraft E-l completed its first flight Nov. 29, 1995. The *Super Hornet* successfully completed sea trials and its first carrier landing in January 1997. There are currently seven test aircraft on site at NAS Patuxent River, Md. The first deliveries of *Super Hornet* are scheduled for FY01.

Developer/Manufacturer: Boeing

CSA (Common Support Aircraft)

The Common Support Aircraft (CSA) will serve as the Navy's carrier-based surveillance, control and support aircraft for the 21st century, replacing the S-3B, ES-3A, E-2C and C-2A aircraft. The CSA will be able to carry multiple sensor suites and avionics to fulfill future mission requirements and will possess significant capacity for logistics support and aerial refueling.

Program Status: The CSA Feasibility Study, which concluded in November 1997, determined that a single-airframe-platform concept is technically and economically feasible. The Mission Need Statement (MNS) was submitted in early 1998 and is pending official approval.

Developer/Manufacturer: TBD



U.S. Navy photo

Preparing for the Mill

What is the Year 2000 problem?

The Year 2000 (Y2K) problem refers to the potential failure of devices that rely on embedded chips for date/time information. Back in the early days of the computer boom, memory was expensive and processing speeds were painfully slow. To save memory space and increase processing time, programmers opted to represent years by only their last two digits (1975 became 75, 1982 became 82, etc.). However, this presents a problem as we approach the year 2000 as many machines that rely on embedded chips and software will not be able to comprehend the calendar rollover from 1999 to 2000 and may fail. For example, if you were born in 1980, a non-Y2K-compliant computer will see your birthday as 80 and could conclude either that you haven't been born yet or that you are 80 years old. Either way, you will have no business being in the Navy!

Compounding this problem is the fact that the year 2000 is a leap year, and some systems may be unable to compensate for the extra day.

What is the Navy doing about it?

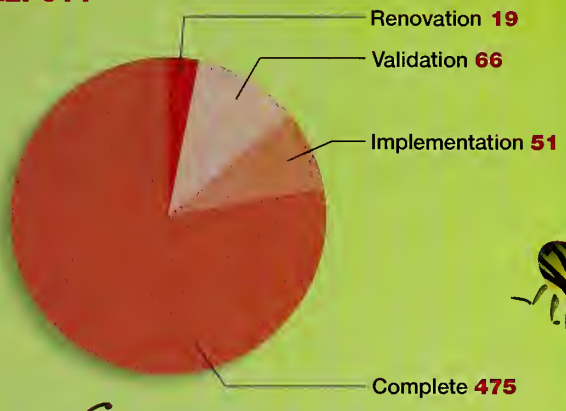
The Navy has taken a bold and aggressive approach to ensuring that the Y2K problem will not impact any mission critical systems. The CNO ordered the stand-up of a Y2K Project Office in March 1998. That office, headed by RADM Stephen Johnson, has been managing the Navywide effort and acting as a clearinghouse for innovative ideas and fixes. "It's been a real challenge," said Johnson. "But we're seeing real results more and more often now. This is definitely a battle we can win."

Training seminars have also been set up to teach Sailors how to properly inventory their Y2K vulnerable equipment and then track its progress toward compliance.

Managing that process is a full-time job. In addition to an initial-awareness phase, the Navy's management plan involves a four-phase attack to fix vulnerable equipment and systems. The first phase, **Assessment,** requires finding those potentially faulty systems and software. The second phase, **Renovation,** involves the installation of Y2K-compli-

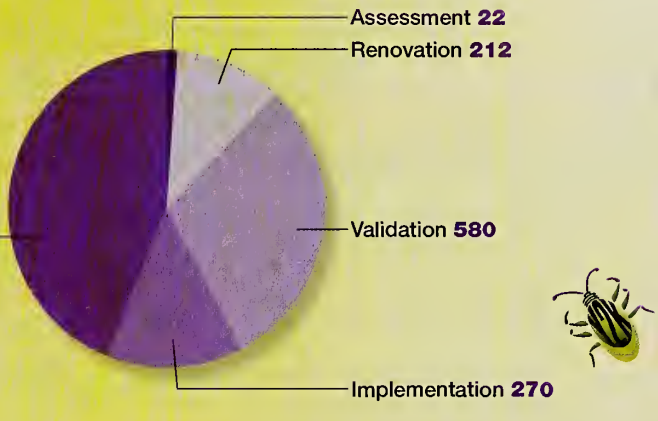
MISSION CRITICAL SYSTEMS

TOTAL: 611



MISSION SUPPORT SYSTEMS

TOTAL: 1,930



These figures will continue to improve until all Navy systems are Y2K compliant. For up-to-date status, visit the CNO Y2K project office website at WWW.CNOY2K.NAVY.MIL.

ant upgrades or replacing the gear altogether. During the third phase, **Validation,** the gear is checked and re-checked to ensure compliance. And during the final phase, **Implementation,** the gear is deployed. As of this writing, 475 of the Navy's 611 mission critical systems have completed the final phase and are ready for the year 2000 – well ahead of schedule. By February 1999, that number should reach 585.

What's a mission critical system?

A mission critical system is one that, if not functional, would preclude a commander from conducting operations across a broad spectrum of national security requirements. Examples include: weapons systems, transportation systems, security systems, financial systems and nuclear systems.

What's a mission support system?

The Navy defines a system as mission support if its operation is not inherently integral to mission accomplishment. A good example is the recruiting data system.

What can you do to help?

Though you may not think your job has much to do with the Y2K problem, just stop to consider how it could impact you. Take a good look around you and evaluate your work space. Try to find all the ways in which a faulty chip or software program can affect your mission. Chances are you won't have to look very hard. Does your workspace have a computer in it? Is your space climate controlled? Do you use a computer to order parts and supplies?

Once you've identified your vulnerable systems, tell someone! Grab your LPO or Leading Chief and make sure they have considered that particular equipment for further inspection. Solving the Navy's Y2K problem is everyone's responsibility. So pitch in and do your part.

g

enium

RE-UP

To stay or not to stay? That is the question.

And the answer can be difficult to come by, especially among first- and second-term Sailors. The oath of enlistment carries with it a commitment – a commitment to serve. And while that service has its rewards, it also has its hardships.

The Navy is committed to keeping the best Sailors "on board." The following incentive programs (which are detailed in Chapter 8 of the Enlisted Transfer Manual) are designed to do just that. For complete descriptions and provisions of the programs, Sailors should contact their Command Career Counselors.

GUARD III (Guaranteed Assignment Retention Detailing) Program

The Guard III Program offers Sailors two guaranteed assignments during a 25-year Navy career. The Sailor electing to use a GUARD III assignment must obligate for a four-, five- or six-year reenlistment.

The first assignment under GUARD III must be used at the Sailor's first reenlistment. The second can be exercised during any subsequent reenlistment.

Some important things to remember about GUARD III:

- All assignments are negotiated between the Sailor and the detailer. As always, orders will be for valid requirements and in accordance with current manning policies.
- All Sailors from pay grades E-4 through E-9 can use GUARD III. E-3s must pass an E-4 examination to qualify.
- Sailors must meet minimum performance requirements.
- GUARD III for Nuclear-trained Personnel has specific requirements for specific ratings and NECs.
- Guaranteed assignments include ship/aircraft type, homeport (sea duty), geographic location (shore duty) and split tour.
- Training schools are not part of the GUARD III program. Certain assignments may require specific skills and Sailors will be ordered to training as a result. Other incentive programs provide Sailors a way to obtain desired training.
- Coast-to-coast transfers are not guaranteed under GUARD III.

Reference: Article 8.01 and 8.02, Enlisted Transfer Manual.

SCORE (Selective Conversion and Reenlistment) Program

SCORE offers incentives to Sailors who wish to convert to undermanned (CREO 1) ratings.

SCORE incentives include: assignment to Class "A" and, if available, Class "C" schools; possible advancement to third or second class petty officer; and, if eligible, Selective Reenlistment Bonus (SRB).

The program requirements include:

- Must be presently assigned in a rating listed as Category 2 or 3 in the most current CREO listing.
- Must be in pay grades E-3 through E-6.
- Must meet requirements for entrance to appropriate schools.
- Must have sustained superior performance in their present rating.
- Can not have received previous benefits from the STAR, SCORE or RESCORE programs.

Reference: Article 1060010, Military Personnel Manual

RESCORE (Recruiting Selective Conversion and Reenlistment) Program

The RESCORE Program offers similar incentives as SCORE for Navy Veterans who reenlist after a 24-hour break in service.

Reference: Article 1060011, Military Personnel Manual (MILPERSMAN)

STAR (Selective Training and Reenlistment) Program

Under the STAR Program, Sailors can receive a career designation and become eligible for the following incentives:

- Guaranteed assignment to Class "A" or "C" school.
- Guaranteed advancement to third or second class petty officer upon completion of required schools or training packages.
- Selective Reenlistment Bonus (SRB), if eligible.

The program requirements include:

- Must be a designated striker (E-3) or second or third class petty officer.
- Must have at least 21 months and not more than six years of continuous naval service. Veterans of other services cannot have more than eight years of total military service.
- Must meet minimum performance requirements and have a clear military record.

Reference: Article 1060020, Military Personnel Manual

School Assignment as a Reenlistment Incentive

Some Sailors place specific training desires above ultimate duty stations. For them, a set of orders with a school en route is the greater good.

The program requirements include:

- Must be willing to incur additional obligated service in exchange for training.
- Must maintain minimum performance standards.
- Must provide some assurance that the training received will be effectively used. For instance, a skill gained through training that can only be used at sea will not be provided for someone heading to shore duty. Likewise, a chief petty officer won't be assigned to a school whose training is intended for use by junior petty officers.

Reference: Article 8.03, Enlisted Transfer Manual

Make the Call!

Sometimes it can be a real headache to find a phone number to a particular base or unit. Even with the vast resources on the World Wide Web, it's not always possible to track down a specific unit. Relax! We have collected some important numbers that may just save you some money on aspirin. Our list includes the numbers for several base operators who can then direct your call to specific units or ships. With this list nearby, finding that number you need might just be a little bit easier.

GENERAL

Fraud, Waste and Abuse Hotline
(800) 522-3451

Navy/Marine Corps Relief Society
(National Office, Arlington, Va.)
(703) 696-4904, DSN 426-4904

Navy Exchange
1-800-628-3924

Navy Recruiting
1-800-252-0559

Navy Lodge
1-800-NAVY-INN

Navy Locator
(901) 874-3388, DSN 882-3388

Navy League
1-800-356-5760

Wifeline
(202) 433-2333

Naval Historical Center
(202) 433-2210

Scheduled Airline Ticket Office (SATO)
1-800-359-9999

Armed Forces European Vacation Center
011-49-882-17-9081

MAJOR EUROPEAN COMMANDS

Naval Station Rota
011-34-956-82-3000, DSN 314-727-1110

Naval Station La Maddelena
011-39-0789-798-1110,
DSN 314-623-1110

USS *Simon Lake* (AS 33)
011-39-0789-798-470

Naval Station Souda Bay
011-30-821-66200, DSN 314-266-1110

CINCUSNAVEUR (London)
011-44-171-514-4111,
DSN 314-235-1110

NAS Sigonella
011-39-095-86-1110, DSN 314-624-1110

NSA Naples
011-39-081-724-0000, DSN
314-626-0000

COMSIXTHFLT, USS *La Salle* (AGF 3)
011-39-771-709-830/840,
DSN 314-626-9000

NAS Keflavik
DSN 312-450-2211

WESTERN PACIFIC COMMANDS

Fleet Activities Yokosuka
011-81-468-211911, DSN 315-243-1110

Naval Air Facility, Atsugi
011-81-468-211950, DSN 315-240-1110

Naval Air Facility, Misawa
011-81-3117-661111,
DSN 315-236-1110

Naval Support Facility, Diego Garcia
011-246-370-4112

CONUS

California

Naval Amphibious Base, Coronado
(619) 437-1011, DSN 524-1011

Naval Security Group Activity, Imperial Beach
(619) 437-9311, DSN 577-9311

NAS Lemoore
(209) 998-1110/0100, DSN 949-1110

NAS Moffett Field
(650) 604-5000, DSN 359-5000

NAS North Island
(619) 545-1011, DSN 735-1011

Naval Station San Diego
(619) 556-1011, DSN 526-1011

Naval Air Weapons Station, Point Mugu
(805) 989-1110, DSN 351-1110

Naval Air Weapons Station, China Lake
(760) 939-9011, DSN 437-9011

Naval Construction Battalion Center, Port Hueneme
(805) 982-4001, DSN 360-4001

Connecticut

Naval Submarine Base, New London
(860) 694-4500, DSN 694-4500

District of Columbia

Naval District Washington
(703) 545-6700, DSN 227-0101

Florida

Naval Station Mayport/NAS Jacksonville
(904) 542-4011/(904) 270-5011,
DSN 960-5011

NAS Key West
(305) 293-2268, DSN 483-2268

NAS Pensacola
(850) 452-0111, DSN 922-0111

Georgia

NAS Atlanta/Dobbins Air Reserve Base
(770) 919-5000, DSN 925-1110

Naval Submarine Base, Kings Bay
(912) 673-2000, DSN 573-2111

Hawaii

All Hawaiian Commands
(808) 471-7110, DSN 315-471-7110

Illinois

Naval Training Center, Great Lakes
DSN 231-1311

Indiana

Naval Surface Warfare Center, Crane
(812) 854-1222, DSN 482-1222

Louisiana

NAS JRB New Orleans
(504) 678-5011, DSN 678-5011

Naval Support Activity, New Orleans
(504) 678-2655, DSN 678-2655

Maine

NAS New Brunswick
(207) 921-1110, DSN 476-1110

Naval Submarine Base, Bangor
(207) 990-7700, DSN 694-4500

Maryland

U.S. Naval Academy
(410) 293-1000, DSN 281-0111

National Naval Medical Center, Bethesda
(301) 295-4611/5960

NAS Patuxent River
(301) 342-3000, DSN 342-3000

Mississippi

NAS Meridian
(601) 679-2211, DSN 637-2211/2528

Naval Seabee Center, Gulfport
(288) 871-2121, DSN 868-2555

Nevada

NAS Fallon
(702) 426-5161, DSN 890-2110

New Jersey

Naval Weapons Station, Earle
(732) 866-2500, DSN 449-2500

NAS Lakehurst
(732) 323-2011, DSN 624-2011

Pennsylvania

NAS JRB Willow Grove
(215) 334-1000, DSN 991-1000

Puerto Rico

Naval Station Roosevelt Roads
(787) 865-2000

Rhode Island

Naval Station Newport
(401) 841-1110, DSN 948-1110

Naval War College
(401) 841-3089, DSN 948-3089

South Carolina

Naval Weapons Station, Charleston
(843) 764-7000

Tennessee

Naval Support Activity, Memphis
(901) 874-5040, DSN 882-5040

Naval Support Activity, MidSouth
DSN 882-5111

Texas

NAS Corpus Christi
(512) 961-2811, DSN 861-2811

NAS JRB, Fort Worth
(817) 782-5000, DSN 739-5000

NAS Kingsville
(512) 516-6136, DSN 876-6136

Virginia

Naval Base Norfolk
(757) 444-0000, DSN 564-0000

NAS Norfolk
(757) 444-8047, DSN 564-8047

NAS Oceana
(757) 444-0000, DSN 564-0000

Naval Amphibious Base, Little Creek
(757) 462-7385, DSN 253-7385

Portsmouth Naval Shipyard
(757) 396-3000, DSN 961-3000

Washington

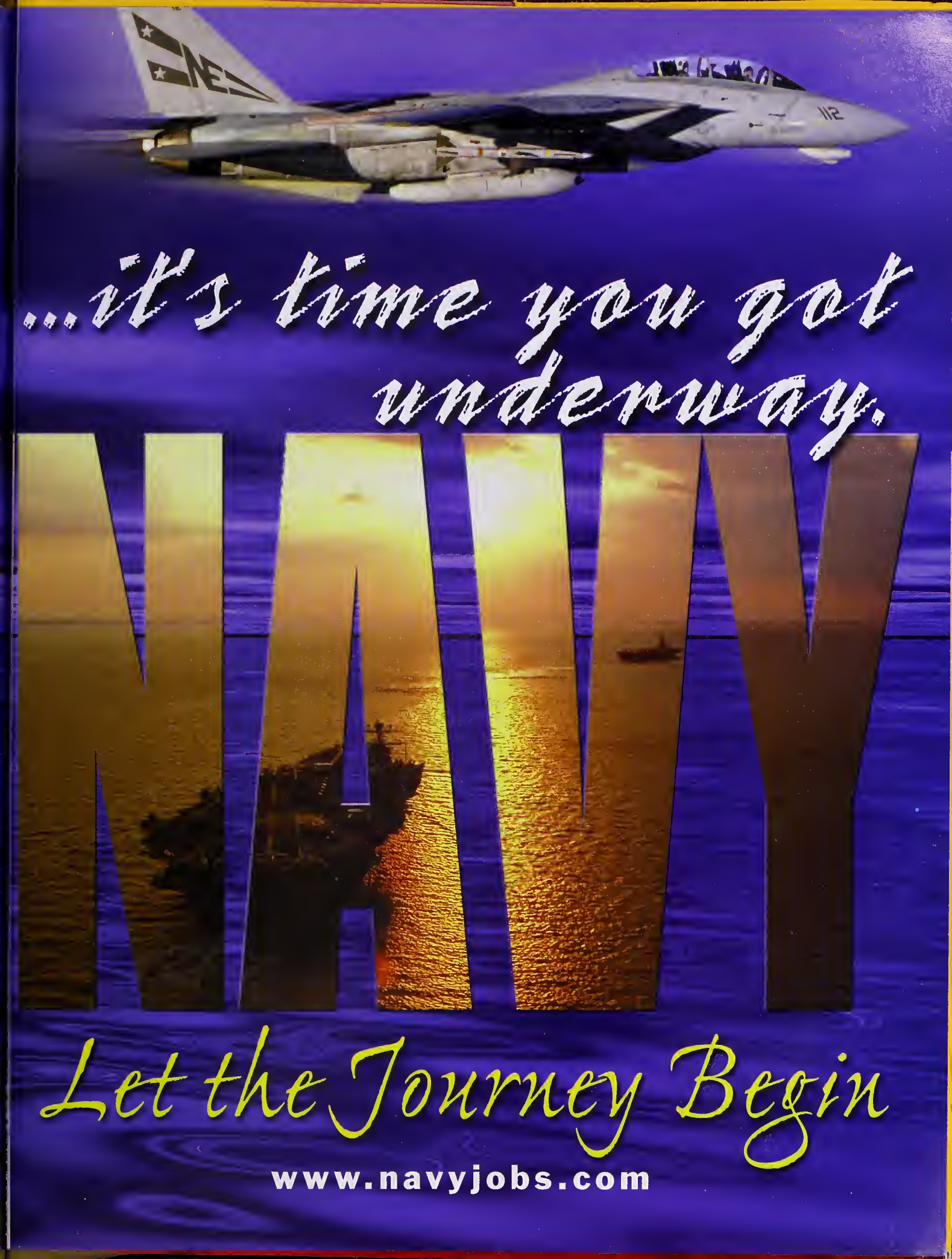
Bremerton Naval Shipyard
(360) 476-3711, DSN 439-3711

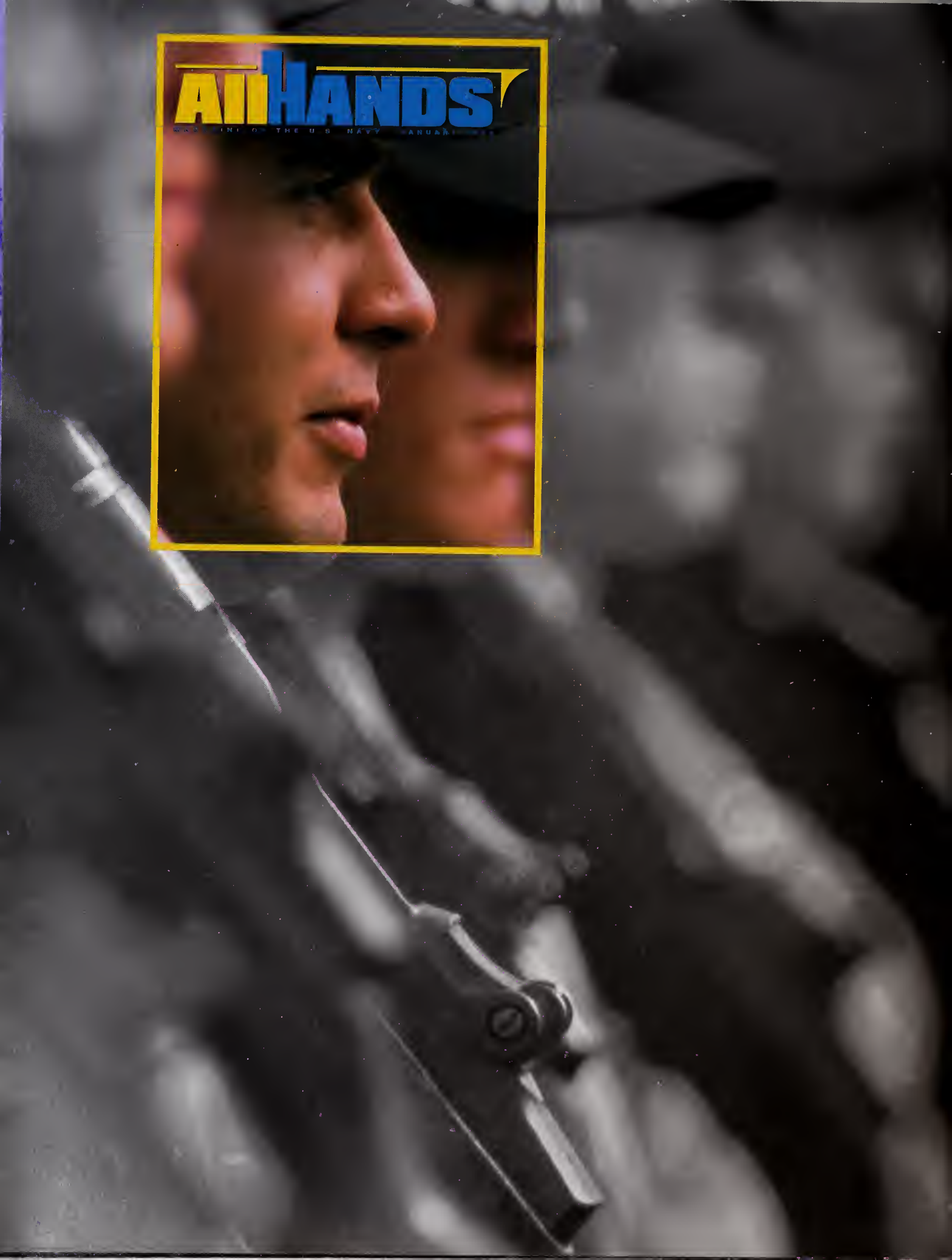
Naval Station Everett
(425) 304-3000, DSN 727-3000

NAS Whidbey Island
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Puget Sound Naval Shipyard
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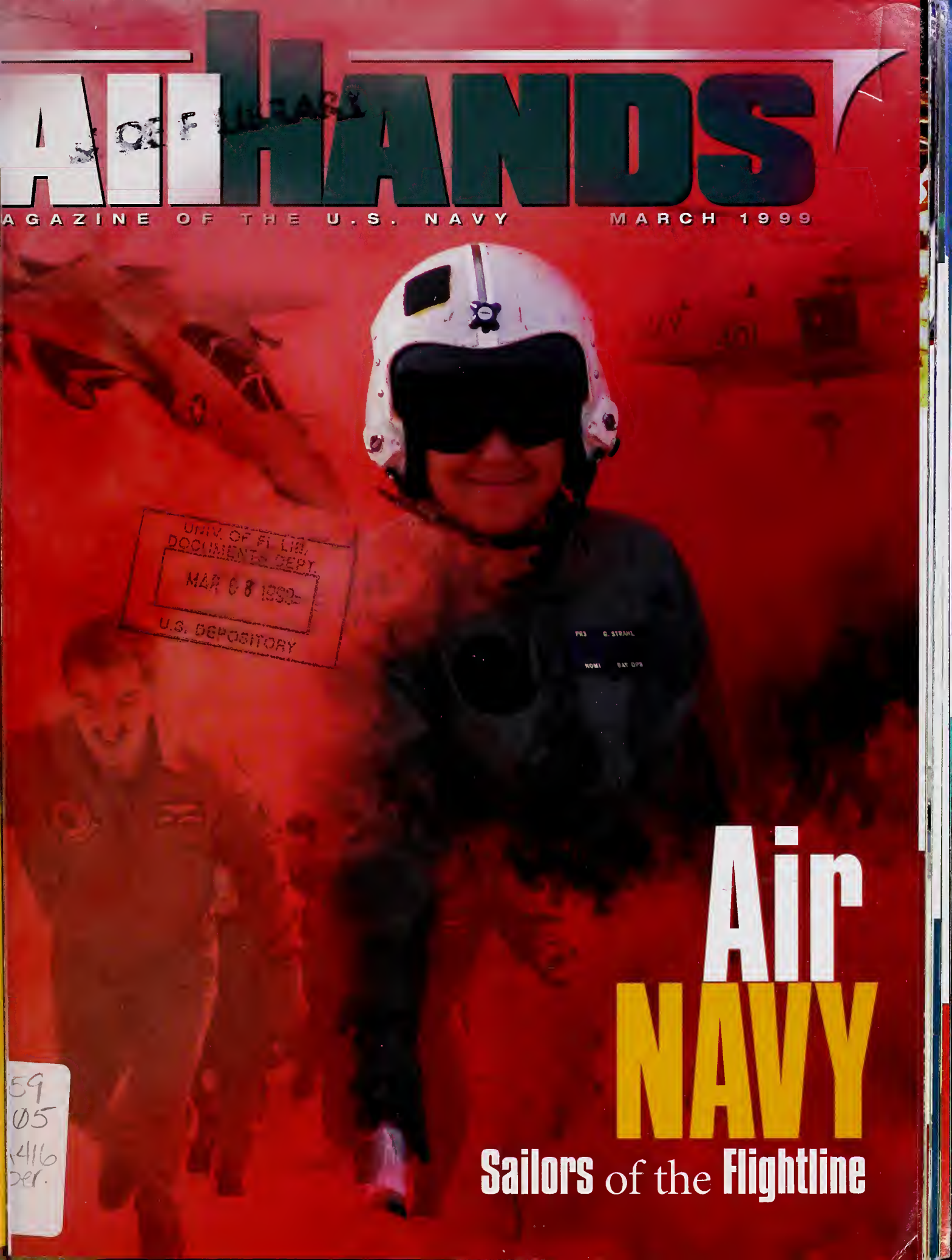
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Air NAVY

Sailors of the Flightline

59
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All Hands

March

Silver Ozzie Award
Winner 1998

Number 983

Features

12 Yanking and Banking
Step on board and buckle up. Don't worry about adjusting your tray table or making your seat upright – there won't be time for lounging on this 4,600 horsepower turboprop P3-C *Orion*. You're mission is to prosecute subs with Combat Aircrew 7 out of Naval Air Station Barbers Point, Hawaii.

16 Search and Save
Forget 911. If your boat is sinking and you're near Pensacola, there's only one number you need – that of the Navy's Search and Rescue team, whose mission is simple: saving lives.

19 Awesome Airdales
When a helicopter comes swooping down from the sky to save you one stormy night after your boat has capsized, take a minute to note those inside. They'll most likely be AWs – a mainstay rate in naval aviation.

20 Silent Sentinels
Little known and sometimes forgotten is a collection of seven Navy commands headquartered aboard an Air Force base in the middle of America. These units combine to form Strategic Communication Wing 1 or TACAMO, for "Take Charge and Move Out."

22 Flight Deck Cop
Take an 18 year-old, send him through boot camp and aviation school, and then stick him on the flight deck of an at-sea airport and you'll witness an amazing transformation from kid to professional air director.



Photo by JO1 Robert Benson

All Hands

Secretary of the Navy
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Photo by PH1 James Williams

24



Photo by PH3 Joseph Hendricks

34

24 The Flight Deck
Yellow shirts, white shirts, blue, purple and red…What do they all mean? Learn your way around the flight deck.

26 I Believe I Can Fly
Evade sharks, get dunked underwater while blindfolded, be lifted up to a hovering helicopter by a thin line. The Aviation Survival Training Center in Pensacola has all kinds of grueling activities geared toward saving aviators' lives.

30 Who's Gonna Jump First?
They are a small team tucked away in an obscure place, but they have a vital mission: to test Navy parachutes. So far, they've all worked – we'll show you why.

34 Waiting in the Wings
It's one of the most storied aircraft in the world today, but the real heroes behind the F-14B *Tomcat* are the maintenance personnel who keep it flying.

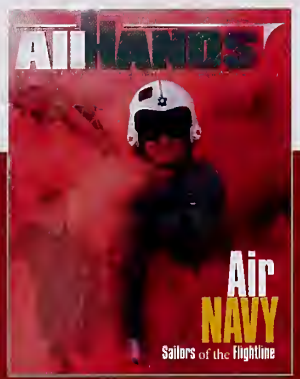
36 Up, Up and Away
The Navy has planes, trains, and automobiles, but did you know it has parachutes? And a team dedicated to flying them?

40 Reunion
The World War II aircraft carrier USS *Yorktown* (CV 5) was recently found by National Geographic explorers in the murky depths of the Pacific Ocean.

Departments

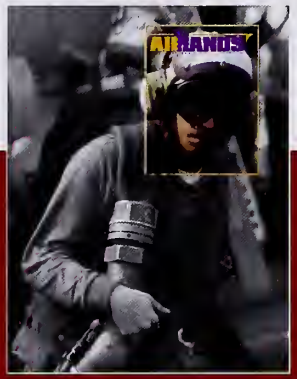
6 Letters
7 Around the Fleet
42 CyberSailor
44 Eye on the Fleet
48 Shipmates

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www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Cover
PR3 Gayle Strahl, a Pensacola Aviation Survival Training Center instructor, is engulfed in the red smoke of a signal flare.

Photo by JO1 Robert Benson
Added Illustration by Rabil & Bates Design Communication



On the Back Cover
ABAR Michael Converso from Chicago, assigned to USS Enterprise's (CVN 65) air department, V-4 Division, carries a refueling hose across the flight deck.

Photo by PH2 Michael Pendergrass

Shot in the Dark





AT3 Rick Morgan from San Diego, troubleshoots a console on an SH-60B *Seahawk* attached to Light Helicopter Anti-Submarine Squadron (HSL) 45 aboard USS *Ingraham* (FFG 61).

Photo by PH2 Thomas Lorentzson

Letters



Family Friendly

I thoroughly enjoyed your November issue "The Face of the Far East." Some additional notes that make a tour in Japan wonderful is that the society is virtually crime–and drug-free, which contributes greatly to the family-friendly environment.

And the Japanese' good deeds are contagious, too. If you lose something in Japan, whether a watch, luggage, a ring or even a wallet loaded with currency, nine times out of 10, it will find its way back to you intact. Japan is a breath of fresh air!

Gregory Seip
Sasebo, Japan

Apologies

In the "Eye on the Fleet" segment of the December issue, it incorrectly referred to the fallen Naval Academy midshipman, Jason McCray, as James McCray.

MIDN 3/C David Alexander
U.S. Naval Academy

Heady Advice

I was reading the December 1998 issue of *All Hands*, and was amazed to see a picture of two seamen on Page 46 wearing illegal headwear. Those men should have been wearing "cranial" helmets underneath that aircraft! A bandanna does not protect the head in a head hazard area.

Richard A. Markvart
Safety Manager, NAS Oceana

Tell us something we don't know.

Send your comments to:

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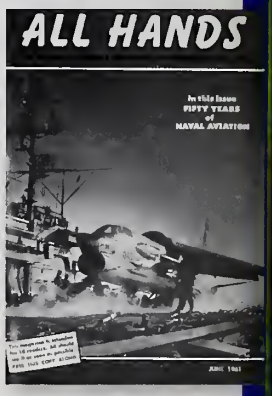
or e-mail: allhands@mediacen.navy.mil

TIME CAPSULE

Thirty-eight years ago, the June 1961 issue of *All Hands* featured several articles commemorating 50 years of naval aviation:

Fifty years of naval aviation: During the last five decades, naval aviation evolved from the Navy's first attempt to launch and land aircraft in 1911 to the advent of supersonic jets and air-to-air missiles by the 1950s.

The aircraft carrier: The rise and development of the aircraft carrier revolutionized the concepts of naval warfare. The first commissioned aircraft carrier was USS *Langley* (CV 1). Originally a collier, the Navy converted *Langley* in 1922 and fitted her with a 534-by-64-foot flight deck.



CNO ADM Arleigh Burke once referred to the aircraft carrier as the "nearest thing to an all-time, all-purpose weapon ever devised."

Meet the Navy's missile carrier: Then the Navy's newest aircraft carrier, USS *Kitty Hawk* (CV 63), was described in this article as "a detachable piece of the United States [with] a striking force capable of dealing any kind of blow to any kind of enemy any place in the world."

Our first astronaut: Navy astronaut CDR Alan B. Shepard Jr., blasted off in his three-ton space capsule for an epoch making 302-mile journey over the Atlantic, 115 miles above the earth, at a speed of 5,100 mph. Shepard made history as the first American astronaut in space.

Correction

In the January issue of *All Hands*, the "hat/shoulder/collar" devices for warrant officers were pictured in the wrong order. The correct order is pictured below.

Warrant Officers

Chief Warrant Officer 

Chief Warrant Officer 

Chief Warrant Officer 

Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
306	16	29	59

Welcome to "Y2K and You", a brand new column designed to answer your questions about the Year 2000 problem and its potential impact on the Navy. This month we took a look at automobiles, the Navy Federal Credit Union and once again visited with the CNO's Y2K Project Office about other key dates you should know.

Q : I have an account with Navy Federal Credit Union (NFCU). Are they going to be Y2K ready?

A: Officials at NFCU tell us they've been working on the Y2K problem since 1991 and feel sure there will be no disruption Jan. 1, 2000. "We are testing our systems now," said Danielle Mabry, a Savings Telephone Center Unit Supervisor, "and the tests are going great. We intend to be complete by July of this year." According to their website, NFCU has actually been somewhat of an industry leader in regard to Y2K, working with and advising credit union trade associations and their regulator to assist other credit unions with Year 2000 issues. You can see for yourself at Navy Federal's website at <www.navyfcu.org.>

Q: I just bought a new car, and it is highly computerized. It even has a built-in navigation system. Is Y2K going to kill it? Will it even start Jan. 1, 2000?

A: For this question we consulted Dave Bettinger, director for Business Solutions for CST2000, LLC, Portland, Maine, and a frequent author and speaker on Y2K issues (check out the December '98 *All Hands* for his article on embedded chips Pg. 7).

Bettinger had this to say: "Gut logic tells me the car will not be affected by Y2K. The use of dates in automobiles has been largely restricted to reference information rather than decision making. Some models of cars might display the date on your dashboard or overhead as a 'feature,' but few, if any, use a date for running the engine. The dealer doesn't program the date of purchase into your car, so you know it's not going to quit because of any expired maintenance programs."

"On the other hand, there may be a few car models out there that do use a date for evaluating engine performance; it just seems to be highly unlikely. The only sure way to know is to contact the nearest dealer or, better yet, find the automaker's web site if there is one."

Bottom line: The car is probably safe from Y2K, but you'll want to make sure by doing some research of your own.

Q: I've heard there are several more dates, not just Jan. 1, 2000, that can cause Y2K problems. Is that true and what are they? Why are they a problem?

A: According to the CNO's Y2K Project Office, this is true. The basic Y2K problem arises from a computer's incorrect processing of a date, but Jan. 1, 2000, is not the only date that may cause problems. For instance, consider the date Sept. 9, 1999, (9-9-99). In some older computer languages the code 9999 was used to denote the end of a process or to signal the program to delete certain data. Thus, a Y2K failure could potentially happen in September. As Navy managers continue to address the Y2K problem all these dates are being considered, and many fixes are already in place.

Here are some Y2K-related dates you need to know:

1999-09-09 This date (9/9/99) was popular back in the 1980s as an expiration date for archived data that you wanted to have no expiration date.

1999-10-01 Government's FY00 begins.
2000-01-01 overflows 2-digit years.
2000-10-10 first 10-character date.
2000-02-29 Leap Year.
2019-12-31 Last date Microsoft Excel 95 will recognize.
2029-12-31 Last date next major version of Microsoft Excel will recognize.
2049-12-31 Last date Microsoft Project 95 and previous versions will recognize.

Do you have a Y2K question you would like us to answer? Just go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

All Hands **Magazine**
(ATTN: Y2K and You),
NAVSTA Anacostia, Bldg. 168
2701 S. Capitol St., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

Don't Tread On Me

"Command Master Chief, break the first Navy Jack." With that order from CAPT Jack J. Samar Jr., USS *Kitty Hawk* (CV 63) commanding officer, a unique flag was raised on the ship's jack staff, distinguishing *Kitty Hawk* from all other ships in the U.S. Navy.

Kitty Hawk received the first Navy Jack, a flag consisting of 13 horizontal, alternating red and white stripes with a rattlesnake across the center, bears the motto, "Don't Tread On Me," to designate the 38-year-old aircraft carrier as the oldest ship in the fleet.

In 1977, the Secretary of the Navy directed the ship with the longest total period of active service to display the first Navy Jack until decommissioned or transferred to the inactive Reserve. The flag shall then be passed to the next ship in line with appropriate honors.

One *Kitty Hawk* Sailor said the flag represents a unique experience in his career. "When I came in the Navy, my first ship was brand new," said Disbursing Clerk Seaman Kason Brizele, of Monroe, La. "Now, here I am on the oldest one. It's a new experience, and I think *Kitty Hawk* is now ready to take part in some big events."

For more information on USS *Kitty Hawk,* visit their web site at http://www.kittyhawk.navy.mil

Story by JO1 Mike Morley
USS Kitty Hawk *(CV 63)*
public affairs.

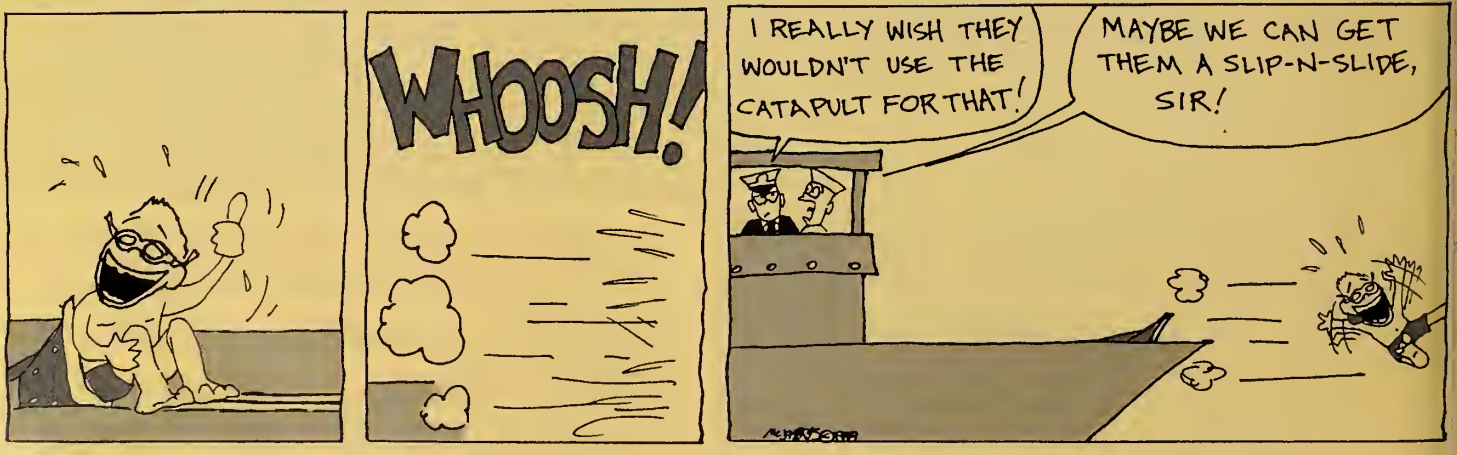


Photo by PHC(AW/SW) Mahlon K. Miller

CDR Gary Simons and SR Miguel Gonzalez-Cerva raise the first Navy Jack on board *USS Kitty Hawk* (CV 63). The flag, also known as the "Don't Tread On Me" flag, symbolizes that USS *Kitty Hawk* is the oldest, active-commissioned ship in the U.S. Navy.

Ricky's Tour

By JO3 Mike C. Jones



Forward Deployed IT-21

USS *Belleau Wood* (LHA 3) is now better equipped to meet the demands of its forward-deployed status with new cutting edge information technology. The large deck amphibious assault ship recently installed the Navy's new information management system Information Technology – 21st century (IT-21).

"The whole concept is to put up-to-date technology into the hands of the Sailor," said Chief Radioman (AW) Leon H. Slack, who works in *Belleau Wood's* automated data processing division. "As far as the civilian industry goes, this is what you're going to see."

While crewmembers will reap immediate rewards, the benefits of the new system go beyond a Sailor's tour aboard *Belleau Wood.*

"This program is forcing people to standardize so they won't have to spend time learning a different software when they leave here and go to a different ship," said Slack, from St. Augustine, Fla.

While the upgrade to IT-21 provides the Sailors aboard *Belleau Wood* a better working system right now, according to Slack, they will see even more capabilities in the future. "There's so much potential here, so much that we can do, that right now we just don't have time to do it all," he said. "When all the pieces of the puzzle come together, we'll have a very robust system."

By JO1 Daniel Pearson, USS Belleau Wood *(LHA 3) Public Affairs.*

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

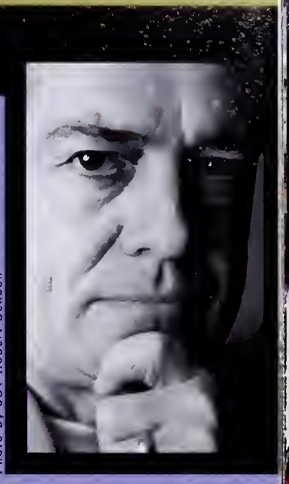


Photo by JO1 Robert Benson

AMS3 Phillips, Naval Air Station Barbers Point, Hawaii

Q: When are we going to be able to wear dungarees in town?

A: Currently dungarees and the new utility uniforms are not allowed to be worn in town. Following the transition period, Chief of Naval Operations, ADM Jay Johnson, has plans to revisit the existing policy on the wear of the utility uniform. He has not agreed to change the policy, but to examine it and *perhaps* adopt a policy for the utility uniform that could possibly mirror the policy regarding the wearing of flight suits off-base. I would like to again stress that this is a plan to review the policy, not a promise to enact any changes.

RM1 Rayner, Naval Computer And Telecommunications Area Master Station Pacific:

Q: Will there be another 15-year Temporary Early Retirement (TERA) offered?

A: TERA requests for FY99 have been processed. Currently, there aren't any official plans for another round of TERA in FY00, but it is my hope that it will be available to help us continue "shaping" the force to further enhance advancement opportunity.

RP2 Newton, Marine Forces Pacific, Kaneohe Bay, Hawaii

How will dual military couples be considered for co-location under the JASS system?

A: For co-location assignments, dual military couples do not utilize the JASS system. As in the past, both service members must submit a 1306/7 in accordance with the Enlisted Transfer Manual to request co-location assignments.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Rappin' Robinson

Seaman Jermaine Robinson from Lafayette, La., a mess management specialist stationed aboard USS *Abraham Lincoln* (CVN 72) and a member of the rap group Trench Town Mafia (a group he formed with some friends before joining the Navy), recently released an eight-cut CD titled, "4 Life," which has been available for about four months in Louisiana.



U.S. Navy Photo

"The cuts on the CD are about things that people do to survive," said Robinson. "Some of it is taken from personal experiences." He said it took almost four years to release the album.

"It has sold about 4,500 copies, and that's pretty good for an unknown group," Robinson added.

MSSN Jerrod Sanders said he enjoys Robinson's rap style. "I can relate to it and visualize what he's talking about," said Sanders. "He has an open mind and uses a wide vocabulary to stimulate his listener's mind. And he doesn't use a lot of profanity."

Asked to compare Robinson's rap style to other rappers, Sanders said, "His style is more laid-back and mellow, but at times he'll change and make it unpredictable and energetic. When he raps he's a completely different person. I think it brings out the best in him."

For more information on USS Abraham Lincoln, visit their home page http://www.spawar.navy.mil/lincoln.

Story by JO2 Bob Leach, USS Abraham Lincoln *(CVN 72) Public Affairs.*

Around the Fleet

Lifesaver

While traveling on Jackson Highway in Washington State recently, PR1 James Murphy of Navy Tactical Electronic Warfare Squadron (VAQ) 134 witnessed a motorcycle accident. The rider was thrown down a steep embankment and into a thorn bush.



U.S. Navy Photo

PR1 James Murphy

The victim was unconscious, not breathing, severely bleeding and suffered a compound fracture to his right arm. Without regard to his own cuts sustained from the thorn bush and the associated, potentially life-threatening diseases, he cleared the victim's airway and performed CPR while controlling the bleeding. His actions saved the victim's life.

Murphy remained with the victim for approximately 30 minutes until an ambulance arrived on the scene. The ambulance transported the victim to a local school where he was airlifted to Harbor View Medical Center. A week later, the victim was in critical, but stable condition.

Murphy acted quickly without regard to his own safety or protection to save the life of another.

Story by LT John Flynn, VAQ 134, NAS Whidbey Island, Wash.

Instant Credit

Buying groceries with a credit card at the commissary is becoming just as quick and reliable as at commercial stores. The Defense Commissary Agency and Defense Information Systems Agency developed a new system called the Direct Commercial Data Line Backup. More than 20 stores use it. All stateside commissaries should be connected by June 1999 and overseas commissaries by July 1999.

Most commissaries transmit credit card transactions over the information system agency's non-warfighter data network. Commissaries are among that network's larger customers.

"At times, our primary network can't respond within the seconds required to complete a commercial credit card transaction," said Commissary Agency Spokeswoman Rose Parkes. "That led to credit card downtimes and customer waits of up to several minutes, an eternity in the fast-paced world of commissary checkouts.

"This really is a win-win solution," Parkes said. "Our customers get commercial quality credit card support, and DECA continues to support an important part of our national defense communications infrastructure."

Story by Tim Ford, Defense Commissary Agency Public Affairs

The History of Flight

From the dawn of flight to the exploration of space, the National Museum of Naval Aviation, Pensacola, Fla., is dedicated to preserving and exhibiting the heritage and cutting-edge achievements of Navy, Marine Corps and Coast Guard aviation. It is home to the finest collection of naval aircraft from the past 80 years, including the fragile wood and wire Curtiss *Triad,* the Navy's first aircraft. The museum showcases artifacts, aviation art and photography, models, memorabilia and technology displays. It stands as a monument to naval aviation pioneers and provides inspiration to the hundreds of thousands of visitors each year.

The museum is one of the three largest aviation museums in the world. More than 150 beautifully restored aircraft, equipment artifacts and memorabilia tell the story of eight decades of U.S. Navy, Marine and Coast Guard Aviation.

Located at Naval Air Station Pensacola, the museum presents both an entertaining and educational experience for all ages.

Unusual displays abound: in the Pensacola Blue Angel Atrium, a flight of Blue Angel A-4 *Skyhawks* hang suspended in the team's familiar diamond formation, and in the West Wing, visitors walk the flight deck of a World War II aircraft carrier. You can tour the interior spaces of an aircraft carrier, visit a jungle airstrip manned by combat Marines or launch from a carrier and experience a *Desert Storm* strike mission in the Museum's motion-based flight simulator.

When done with all that, get lunch and a history lesson in the Cubi Bar Cafe. There, all the artifacts recovered from the famous officers' club at Cubi Point Naval Air Station in the Philippines are displayed in a painstaking reconstruction of the original bar.

The museum recently underwent a $13.5 million renovation and added an IMAX theater, which shows "The Magic of Flight," the museum's signature film.

The National Museum of Naval Aviation is open every day of the year except for Thanksgiving, Christmas and New Year's. It is free to the public and is the most visited museum in the state of Florida.

For more information on the museum, log onto their website at www.naval-air.org or call (850) 452-3604/3606.

Story by JO2 Brigette Barnes, a journalist assigned to All Hands.



Photo by JO1 Robert Benson

Visitors to the National Museum of Naval Aviation enjoy the many airplanes and displays.

Pike's Peak

In 1806, when LT Zebulon Montgomery Pike discovered the 14,110 foot peak in the Rocky Mountains that would bear his name, he predicted no one would ever succeed at reaching its summit. Pike's only attempt was thwarted by a cold November storm.

Aviation Electronics Technician 3rd Class Zebulon Montgomery Pike III is a blood relative of LT Pike, who is his fifth great uncle. "When I was in boot camp, my grandmother sent me a long family tree," Pike said. "It had my uncle's name in it. He didn't have any children, but his brother did."

The Golden, Colo., native, serves in USS *Carl Vinson's* (CVN 70) Aircraft Intermediate Maintenance Department. Pike normally services weapons systems on board EA-6B Prowlers from his AIMD in Whidbey Island, Wash. Since his temporary assignment to *Carl Vinson*, he has had to adapt to the systems on board the F-14 *Tomcats*. "I now work on F-14s," he said. "Right now, I'm learning the gear on that plane." According to Pike, the systems between the two aircraft are very different.

When Pike recalls his visits to Pike's Peak, he feels a sense of pride and wonder. "I often think about what my uncle thought when he saw it for the first time," he said. "Pike's Peak is gorgeous. Wherever I go, people always ask me if I'm related to him. It feels good to tell them I am."

Story by JO3 Brian Hess, USS Carl Vinson *(CVN 70) public affairs office.*

G Force

By PH1 James R. Hampshire



Photo by PH1 James R. Hampshire

Military and civilian members of the Aviation Survival Training Center (ASTC) man the control console during a run.

In a small cockpit on the end of a centrifuge arm, LTJG Michael Orr, of Hunters Ridge, Calif., keeps a bogey centered in his screen as he circles at a steady 1.5Gs. He whips by the control room window, where Hospital Corpsman 2nd Class (FMF) Rusty Deason, of Pensacola, Fla., intensely watches the video feed of Orr as he coaches him through another run. Tension visible on his face, Deason calls, "Legs" and watches as Orr stresses the muscles of his lower body. Deason follows with a command of "deep breath." As the run is enabled he tells Orr, "Go get `em!"

In less than a second, the centrifuge accelerates to 5.5Gs and Orr is crushed down into his seat. As blood rushes from Orr's brain, Deason immediately begins coaching him through the run. Calling for Orr to breathe every three seconds, Deason watches his technique and asks questions to judge his mental state. Finally, at the end of the Prowler profile, he calls "Knock it off, knock it off" to an exhausted Orr as the centrifuge slows down.

Deason reminds Orr to keep his leg muscles tense while slowing down, and he has him grab a rail inside the cockpit to help combat the tumbling sensation an aircrewman feels as the centrifuge slows. When it is safe, HM2(FMF) Ari Leon Golabov, of Ocean Township, N.J., helps Orr out of the cockpit, maintaining a steady hold on Orr's flight vest until the disorientation has passed. Later, after Orr has physically recovered, Deason will review the tape of the run with him.

"I love this job," said Deason, an Aviation Physiology Technician assigned to the Aviation Survival Training Center (ASTC) at NAS Lemoore, Calif. "I get great feedback from the fleet. Most of the aircrewmen come out of here saying that they really learned something."

ASTC Lemoore has been tasked with training all tactical aircrewmen in Gravity-induced Loss of Consciousness (GLOC) prevention. GLOC can be caused by an aircraft in a sustained high-speed turn. In such a maneuver, blood rushes down from the brain, and a person instinctively holds their breath until it passes. In a long turn, that combination causes blackout, which is deadly in flight. The instructors of ASTC Lemoore, teach aircrewmen how to prevent GLOC through maintaining muscle stress in their lower body and special breathing techniques. Then, they take the theory out of the classroom and have the aircrewmen apply the techniques under sustained high G loads.

Under careful supervision, aircrewmen are spun up as high as 8.5Gs while controlling the speed of centrifuge and maintaining an awareness of what is going on around them. Completing a ride in the centrifuge is a tiring experience. "I call it 'The Beast,'" said Deason. "Riding through a 20-minute profile is a full-body workout". He speaks from experience, Deason – like all centrifuge crew chiefs – have to complete a full, five-part profile before they are fully qualified.

"This job is like being a first base coach," said Golabov, another crew chief. "When I'm coaching a pilot through a run, I can really feel the intensity. And after the run, I get good feedback from the pilots. They say it is worthwhile and should be part of the initial training. I really like being an instructor," he added.

Besides the centrifuge, ASTC Lemoore teaches other aspects of aviation survival. They run the 9F2 Parachute Drag Trainer, 9H1 Helicopter Hoist Trainer, 9D5 Underwater Egress Trainer in the water survival section and have a high-altitude trainer as well.

"This is one of the better jobs in the Navy," said Deason "I like working in a very professional environment. Working here also gives us the chance to ride back seat with Strike Fighter Squadron(VFA) 125. That really helps with what we are doing."

Hampshire is a photojournalist assigned to All Hands.

ASTC web page: http://www.lemoore.navy.mil/astc



VP-47 line crew personnel perform a night recovery of the P-3C aircraft.

VP-47's Combat Crew 7 get in full gear as they execute a bailout drill. A ditching and a fire drill were also part of the training flight. It is squadron policy to take advantage of every opportunity to train for such emergencies.



THE BUSINESS OF PROSE



Two VP-47 ground crew personnel examine the landing gear after a routine training flight.

Story and Photos by PH1 William R. Goodwin

YANKING AND BANKING

CUTING SUBMARINES IS ALIVE AND WELL AT VP-47

Like an amusement park ride gone bad, the aircraft pitched and rolled as an intense, hot dot of sunlight roamed the interior of the cabin like a prison searchlight. The smell of gunpowder smoke became nauseating as it filled the cabin, while the in-flight technician shoved yet another sonobouy into its chute.

Above the roar of the aircraft's four, 4,600 horsepower turboprops, a metallic thump, like a sledge hammer against a steel bulkhead, meant another sonobouy was fired from the plane's belly with a shotgun shell-like charge. Welcome to the world of the P-3C *Orion*, the mighty hunter of submarines.

Amusement rides can be fun, but not if you're on them for eight hours. Still, Combat Aircrew 7 (one of 11 crews of Naval Air Station Barbers Point, Hawaii-based Patrol Squadron (VP) 47) wouldn't have it any other way.

The squadron's mission is to provide undersea warfare, surface warfare, intelligence collection, mine warfare, command, control and communication electronic warfare and mobility support to Commander, Patrol Wings, Pacific. VP-4, VP-9 and VPU-2 are also homeported at NAS Barbers Point.

On this day, Combat Aircrew 7 was on a training mission in pursuit of an enemy submarine. The sub they were chasing was actually USS *Buffalo* (SSN 715). USS *Kamehameha* (SSN 642) was the command ship in the exercise.

Tracking submarines requires a great deal of steep banks and maneuvering at low altitude, where turbulence is greater.

"It takes a long time to get used to sitting sideways on the plane," said Aviation Systems Warfare Operator 2nd Class (AW/NAC) Kevin R. Thompson, Combat Crew 7 sensor 1 acoustic operator. "Sometimes when you're yanking and banking, you'll go from two feet away from the screen to two inches."

"It's fun, and I just enjoy going out there and actually saying you did something for the day," explained the Matton, Il. native.

"A bad day of flying is better than a good day in the hangar," agreed Aviation Electrician's Mate 1st Class (AW/NAC) Scott A. Wells, one of Combat Crew 7's two flight engineers. "I particularly like the low altitude, high air speed bombing runs. It's precision work. The flight station (cockpit) crew has to work real close together to keep the plane safe and

it takes a lot of effort and a high amount of concentration," explained the Beaumont, Texas native. That precision is the result of intense training as the VP-47 "Golden Swordsmen." Wells didn't get to be a flight engineer overnight.

"I had to go to air crew school, which is five weeks of training," said Wells. "Then flight engineer school at VP-30 in Jacksonville, Fla., and that's 30 weeks of intensive classroom and in-flight training. Then, search and rescue school and after that you go to the fleet, and it took me about a year to get qualified here."

The typical P-3 crew consists of three pilots, one tactical coordinator, one navigator, two flight engineers, two sonar operators, one electronic warfare operator and one in-flight technician.

Wham! Another sonobouy splashed into the water as the tactical coordinator (TACCO) watched the doors on the aircraft's belly close from his infrared display.

Sonobouys are directional frequency and ranging sensors that "listen" for targets and transmit the acoustic data back to the aircraft. The acoustic operators monitor the data with headsets and on a multi-purpose display, then pass the information to the TACCO, who then decides where and when to launch the next sonobouy. The TACCO then directs the flight station crew on the proper course for the next launch. The TACCO lays out a pattern of sonobouys to locate and track the target. On a given mission, more than 100 sonobouys could be launched. That's a big job for the in-flight technician who must keep his balance while loading the sonobouy chutes.

"It is a crew aircraft," said LT David Ursini, Combat Crew 7 mission commander and native of Las Vegas. "On station, we're a team. No one person is going to save the day by himself or herself. We live or die on the collective efforts of everybody."



AW3(NAC) Dan Youngblood and AW2(AW/NAC) Kevin R. Thompson, Combat Crew 7 Acoustic Operators, track a submarine during a joint exercise with USS *Buffalo* (SSN 715) and USS *Kamehameha* (SSN 642). "The best part of my job is getting on top of a sub and staying there," said Youngblood.



VP-47 line and ground crewmembers signal the flight station crew that the pins are being removed from training weapons, loaded on the P-3C's wing pylons. The training weapons, called "shapes," are filled with concrete but are treated as live weapons.

That collective effort also emerges during the bailout, ditching and fire drills conducted during the training flight. Although the crew could probably zip through the drills with their eyes closed, they have their "game faces" on and take this training quite seriously. However, when Combat Crew 7 gets their hooks on a submarine, they "prosecute" it with a vengeance.

"The adrenaline is going a lot more when you track a foreign sub," said Thompson. "Everybody's hyped up, because you're going out there to track somebody you've never tracked before. There's more of a sense of urgency. You have to stay on top of them and watch what they do. This is probably the most fulfilling job I've seen."

Pursuing submarines is the bread and butter of the 116-foot long, 139,760-pound P-3C. The first P-3V entered the Navy's inventory 36 years ago, and after three upgrades, the P-3C is the Navy's only land-based, long-range, anti-submarine aircraft. It has advanced submarine detection sensors such as directional frequency and ranging

After a 10-hour training mission over Hawaiian waters, a P-3C aircraft passes through the rinse rack, or "bird bath," as it's called by squadron personnel.



(DIFAR) sonobuoys and magnetic anomaly detection (MAD) equipment.

The avionics system is integrated by a general-purpose, digital computer that supports all of the tactical displays, monitors and automatically launches ordnance and provides flight information to the pilots. Additionally, the system coordinates navigation information and accepts sensor data inputs for tactical display and storage. The P-3C can carry a mixed payload of weapons internally and on wing pylons.

As the saying goes, "what goes up, must come down" and back on the ground, VP-47 like all VP squadrons, has an extensive line up of support services. Administrative, command services, operations, maintenance, safety, training and tactics are the primary departments of VP-47.

"Because we are a sea-going squadron, there's a lot more travel and you learn more here than out in the fleet," said Yeoman 3rd Class Peggy A Jackson from Newport, R.I. "When we deploy, we pack up our computers, our office supplies and service records. When we get to our new site we set everything up and we're up and running. We have almost 400 people in our squadron, we have to write orders for the crews and everyone who's going on the airlift, plus maintenance personnel in case the plane breaks down. We also have to make sure everyone is ready medically and has a government passport. It takes a lot of time, but I've learned more here than anywhere else."

When VP-47 deploys, it's a major undertaking. In January 1998, they relieved VP-4 in Diego Garcia where they assumed peacekeeping responsibilities in the Western Pacific and Arabian Gulf. Many months of careful planning and preparation enabled nine aircraft, 11 crews, and nearly 400 personnel to complete the 9,000-mile, 10-time zone journey to this small island in the Indian Ocean.

Immediately upon arrival in Diego Garcia, six aircrews and five aircraft detached to the Arabian Gulf. Three crews patrolled the Arabian Gulf around the clock for U.N. sanctions while the other three crews detached to Masirah, Oman, where they flew critical patrol missions armed with *Maverick* and *Harpoon* missiles.

VP-47 is also keeping pace with the recent installation of Anti-Surface Warfare Improvement Package (AIP). These cutting-edge enhancements are designed to make the crews' lives easier.

"One of the great features of AIP is that previously, on a typical P-3 you only see a certain function at the tactical stations," said Ursini. "With AIP, the TACCO is able to split his screen so that he can bring up and physically look at the acoustic gram, for example, without getting out of his seat. With the push of the button, he can look at the acoustic gram and the radar while maintaining the tactical plot. It allows him to better manage his assets.

"[The] OASIS [tactical data processor] is an easier way to pass contact information and is linked into the worldwide net," Ursini added. "So literally, if I detect a contact somewhere, then send it to my operational commander via OASIS, he can automatically link it in and can bounce it via satellite to whomever needs to see that info, in real time."

VP-47's Combat Crew 7 has adapted quite well to the changing role of the P-3C aircraft and its new enhancements.

After hours of yanking and banking, the shroud of darkness loomed over the mighty hunter and the hot dot of sunlight was replaced by stars rolling past the overhead windows of the flight station in a dizzying, surreal display.

As the mission drew to a conclusion, Combat Crew 7 had their hands and minds securely engaged in doing what they do best:

Prosecuting submarines.

Goodwin is a photographer's mate assigned to Commander Naval Base Pearl Harbor public affairs office.



During a training exercise, a Navy crew chief observes as a swimmer is hoisted to safety.

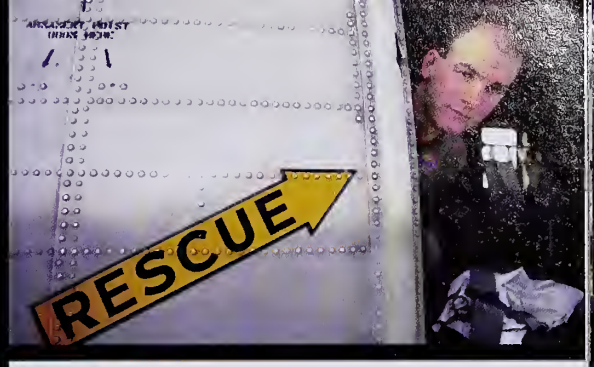


AE2(AW) Eric Weckesser gives the SAR's UH-3H Sikorsky helicopter a once over prior to flight.

SEARCH AN



Fifteen aircrew members make up the Pensacola SAR unit, translating into three teams of five. From left to right, are HM2 Jay Baum, AMH2 Matt Flowers, LT Sandy Roeder, AE3 Derek Catt, and LT Bruce Glasko.



A telling sign points, literally and figuratively, to AE2(AW) Eric Weckesser, a rescue swimmer attached to the Pensacola Search and Rescue team at Pensacola Naval Air Station.

Story and photos by JO1 Robert Benson

D SAVE



Some bubbles, a ripple and drops of blood.

That's all that remained one November night two years ago, when two of Norval Nelson's fishing buoys suddenly and mysteriously disappeared from the bay where they were floating outside his Juneau, Alaska home.

Perplexed, he bought two more beach ball-sized buoys and went on with his life.

Then, about seven weeks later, he got a long distance call from the Navy in Hawaii (3,000 miles away) saying his buoys were in their possession. Navy officials told the bewildered fisherman that a whale had become entangled in the net attached to the buoy, and dragged it via his tail to Hawaii during its mating run.

They went on to say that a Navy Search and Rescue helicopter had spotted the whale, and subsequently helped free it from entanglement. Quite a whale of a tail, but it's true: fascinating to landlubbers, old hat for Search and Rescue personnel.

Just ask members of the Search and Rescue team, Pensacola. Fla. They've "been there and done that." With nearly 132 years of SAR experience between the 15-member team, there's little they haven't seen.

Search and rescue, known throughout the fleet as SAR, is charged with one simple mission – saving lives. And being adjacent to one of the world's largest naval air stations, the Pensacola SAR team's mission is unique. "On paper the mission of our SAR unit is to support military aviation," said Chief Aviation Structural Mechanic (AW) John Zabelle. "We have all the aviation training wings here in Pensacola, so our whole purpose here is to support them if and when they crash.



If a Navy plane went down, this is what rescue swimmer AE2 (AW) Eric Weckesser would see. This training exercise is a weekly event in Pensacola Bay, run in conjunction with the Aviation Survival Training Center.

"In reality, most of our rescues are civilian rescues like lost swimmers, boats in distress, someone having a medical problem, etc."

One of those rescues unfolded on a dark night in September 1996. At the center of this particular rescue, which we can call "heroism in a hurricane," was Pensacola SAR swimmer Aviation Maintenance Hydraulics 2nd Class Matt Flowers.

He called it the scariest, most difficult and luckiest night of his life; an ordeal that lasted four hours.

Set the scene in your mind by bringing in a gale, the darkness, the thunder and lightning and 20-foot waves.

"We went out to rescue a freighter that was dead in the water near a hurricane," recalled Flowers.

"They were taking on some water. So our goal was to hoist the crew to safety. We lowered one guy to the ship, then they lowered me down into the water, where we were going to rescue the crew using the hoist."

Next he grabbed a survivor who was already in the water and began to prepare him for a hoist to the helicopter.

But the 20-foot waves and 60 knot winds immediately began moving Flowers away from ship and helo, into the darkness, out of sight.

"I was drifting away, out there by myself," said Flowers. "The helicopter was about 200 yards away but they couldn't see me. I used a strobe, but the helo still didn't see me, so I lit off a flare."

Meanwhile his survivor was clinging to Flowers for dear life.

Pilots finally spotted Flowers and his survivor. Both eventually made it onboard the helo, but not before again being blown out of sight, necessitating the need for another flare light off.

Other, less heroic missions took place around Pensacola last year, a total of 16 SAR missions, which resulted in two life-saving rescues and one medical evacuation. But the countless hours (about 720 of them) they spent in the air in training and assisting the local aviation and water survival schools is where the real story lies.

Every morning they fire up one of the UH-3H Sikorsky helicopters and take to the sky. "As a rule we fly everyday," said Zabelle. With the helo's maximum range of 200 miles in any direction from base, the patrol can extend deep into the Gulf of Mexico, Louisiana and Florida.

Little blue books, charting the number of hours aircrewman have flown, are strewn around the office. Next to them sit aircraft log books, which track all flight hours logged from birth to death (delivery to the Navy until scrapping).

The SAR team, like most Navy SAR units, consists of two pilots, one hospital corpsman, one flight engineer and one rescue swimmer. Couple that with one awesome piece of machinery and you have a potent rescue machine.

"The helicopter's role in saving lives represents one of the most glorious pages in the history of human flight," said Igor Sikorsky, a founding father in search and rescue and the development of the helicopter. "I have deep respect and admiration for these gallant pilots and crews who perform these flights. Their action, representing considerable skill and courage, equals the most heroic of battle field achievements."

The Navy's proved this time and time again since February 1947, when the first naval helicopter rescue took place. An S-51 helo from the aircraft carrier USS *Franklin D. Roosevelt* (CVB 42) rescued a Navy lieutenant after he ditched his plane in the ocean.

Now, 50 years later, the rescuing continues.

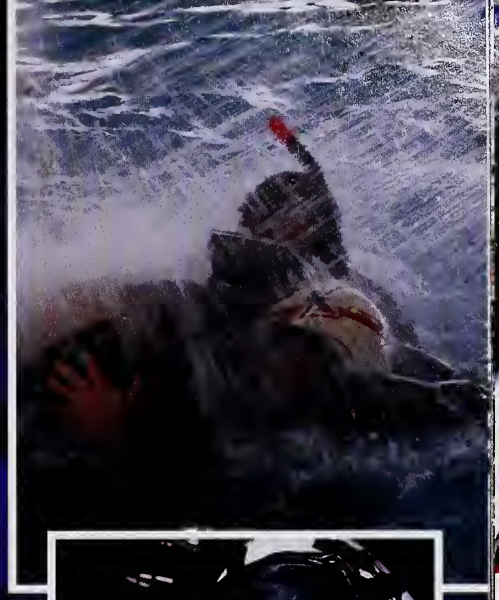
There's a motto in the SAR community, a motto that in four words speaks volumes. That maxim is written on the wall below the Pensacola team's emblem:

"*So others may live.*"

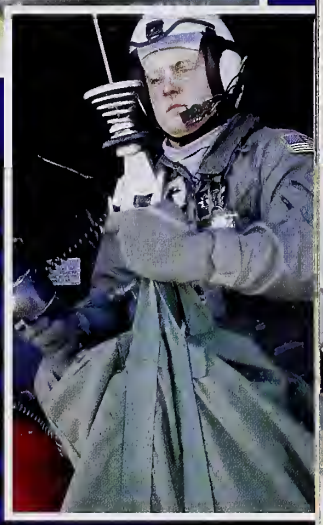
Whales too.

Story and photos by JOC(AW) Michael R. Hart

AWESOME AIRDALES







They're four of the most chilling words you can hear underway: "Man Overboard! Man Overboard ..." A shipmate is in distress, or even worse, dead.

Within the first few seconds a Sailor is in the water, there's a group of search-and-rescue (SAR) experts who have one thing, and one thing only, on their mind: rescue a shipmate. Although they hope it never happens, aviation systems warfare operators train for this distressful moment. In a nutshell, they pray for the best but train and prepare for the worst-case scenario.

"Your adrenaline gets up, but you have to keep it down and stay focused," said Aviation Anti-submarine Warfare Operator 2nd Class (NAC) Kenneth Domke, assigned to Helicopter Antisubmarine Squadron (Light) (HSL) 46 "Grandmasters" of Mayport, Fla.

AW1(NAC/AW) Greg Harkrider, also of HSL-46, soaked from head to toe, recounted his AW experiences in between training evolutions at a local Jacksonville indoor swimming pool, as SAR swimmers from HSL-46 and HSL-42 (also homeported in Mayport) worked together on different rescue techniques. They practiced hoisting maneuvers and worked on techniques to reach a victim tangled in a parachute. First-aid training was also a high priority.

"Training is all geared to going to sea, getting ready for the real thing," said AW2(NAC/AW/IUSS) Mark "Pokey" Richards was, a no-nonsense, business-like HSL-46 Sailor. Richards understands and accepts the demands of his job. "My mindset is that I have to be ready at all times [at sea or in port]," Richards said during a three-hour training flight over Jacksonville, Fla. "We could be called on a job at any time." As the flight begins, Richards checks a bank of electronics gear inside the tight confines of the SH-60B helo while conferring with his pilot and co-pilot. "[Training] is serious business, a matter of life and death," said Richards. "The pilots trust me to do what I have to do."

Besides training to rescue victims from the oceans and high seas, AWs also play an integral part in tracking submarines and identifying and tracking "contacts" many other types of ships and boats, including potential drug-runners. Members of the close-knit AW community are assigned to helo (HS and HSL) squadrons, patrol (P-3) squadrons and tactical support centers on board aircraft carriers and overseas assignments such as Diego Garcia; Keflavik, Iceland; and Sigonella, Italy. All AWs are trained to track subs with highly sophisticated radars, monitors and acoustic equipment, and those assigned to helo squadrons are qualified SAR swimmers.

True to form, the SAR swimmers of HSL-46 are a tight-knit group, and it helps them accomplish their mission, according to Richards. "We are close ... like a family," he admitted, "because we've all been through the same training. We have to depend on each other."

According to each member of HSL-46, teamwork, training, camaraderie and trust are essential ingredients in facing the obvious dangers of operating in unaccommodating conditions such as high winds, rough seas and low visibility.

"It's very demanding, physically and mentally, to hook someone up and get them ready to be pulled up," said Richards. "But you've got to think that you'll make it," he said. "It's a mental challenge. There's not one time [I go on a mission] I don't think, 'This could be the last time I'll fly,'" he said. "But it's overcome through training."

The three-hour flight aboard the SH-60B helicopter is coming to an end. It's been routine. Richards has trained on his acoustics and radar systems, worked on different search-and-rescue scenarios and monitored an array of circuit breakers. The pilot gently lands the helicopter. Richards departs the bird and heads across the flight line, satisfied with a job well done. "Flying in a helo is amazing, and I enjoy what I'm doing," he said. "I never imagined I'd be doing this," said Richards, "but now that I'm here, I can't imagine doing anything else." Then he disappeared into the hangar.

Hart is a journalist assigned to USS John F. Kennedy *(CV 67) public affairs office.*

Top: Rescue swimming is an important part of a SAR swimmer's rigorous regimen.

Middle: AW2(NAC) Joe Lipiec, a Waterford, Mich., native, performs a daily inspection of fluid levels on an SH-60B helicopter.

Bottom: AW2(AW/NAC/IUSS) Mark Richards inspects his HEED (Helicopter Emergency Egress Device) before going on a flight.

SILENT Sentinels

Story and photos by JOC Robert F. Pailthorpe

Little known and sometimes forgotten is a collection of seven Navy commands headquartered aboard an Air Force base in the middle of America. These units combine to form Strategic Communications Wing 1 or TACAMO, for "Take Charge and Move Out."

Anchored aboard Tinker Air Force Base just outside Oklahoma City, 1,200 Sailors carry out the day-to-day TACAMO routine, a Navy one-of-a-kind mission. There are two operational TACAMO squadrons: Fleet Air Reconnaissance Squadrons 3 and 4. Both fly the E-6 *Mercury*, a modified Boeing 707 airliner. TACAMO's mission is one of strategic communication, and strategic command and control.

A *Mercury's* crew consists of about 14 aircrew and six others that make up a battle staff. "Sailors generally fly a 10-hour mission during which we communicate with submerged ballistic missile submarines, Air Force bombers and intercontinental ballistic missile (ICBM) silos," said Senior Chief Radioman (AW/NAC) Gary L. Fravert, airborne communicator supervisor. A typical mission deployment lasts about two weeks and may take a Sailor to any number of places around the world.

"We're the voice of the President," said RM2(AW/NAC) Sven Berglowe, airborne communicator. "It's our job to relay the President's desires and orders as needed. While not many in the Navy know about our existence, we really do a crucial job." TACAMO is one of the very few places in the entire Navy where aircrew-qualified radiomen are found.

In addition to its squadrons, TACAMO also trains its enlisted







AT1 Francis S. McHale, flight technician, checks the relays on the *Mercury's* VHF Communication Subsystem.

and officer students at two separate training commands, the Naval Training Support Unit and Naval Aviation Maintenance Training Detachment 1080. Both commands boast multi-million dollar state-of-the-art computer-based training programs and scale aircraft training compartments to simulate in-flight routines and emergencies. Two high-tech flight simulators round out one of the Navy's most-advanced training programs.

The *Mercury* crew communicates with its customers through use of a very low frequency (VLF) antenna system. As the aircraft flies at a 25 to 40-degree bank in what is known as an "orbit," and just 10 mph above stall speed, up to five miles of cable are released from the rear of *Mercury* to relay presidential directives. The orbital pattern can be flown for up to six hours.

"My job is important and rewarding. If for some reason we couldnít deploy our antenna, then we couldn't complete our mission. That's why I take what I do seriously and do it with a lot of pride," said Aviation Machinist's Mate Airman Ileana R. Munoz, reel system operator.

To support the squadrons and training pipeline, TACAMO also boasts a Navy communications station, personnel support detachment and Wing Command Staff. Originally stationed at both coasts, the squadrons were consolidated aboard Tinker in 1992 providing one central location for training, administration and mission. In addition to the commands at Tinker, TACAMO has detachments at Travis Air Force Base, Calif.; Offutt Air Force Base, Neb.; and Patuxent River Naval Air Station, Md.

"I love it here," said Aviation Structural Mechanic 3rd Class Chad M. Beck, air frames division. "The Air Force facilities are outstanding, the best I've ever seen. And being the only Navy in town for hundreds of miles we truly are unique ... the community really likes and supports us. A lot of times people want to know what the Navy is doing in Oklahoma. That makes us feel even more special."

A mission area born in the Cold War, TACAMO Sailors continue to carry out their mission of strategic communication, command and control. From America's heartland, the little known and sometimes forgotten silent sentinels forge ahead to protect the nation's interests around the world.

Pailthorpe is the assistant public affairs officer assigned to TACAMO's Strategic Communications Wing 1.



AD1 Bradley D. Stratton Jr., flight engineer, performs a pre-flight inspection on an air probe underneath the E-6 *Mercury*.



Air Framer AMS3 Jerry K. Allchin delicately drills a hole through the flap of an E-6 *Mercury* to begin a minor repair.



Flight Deck

COP

Story and photos by JO1 Ron Schafer

Airman Apprentice Mark A. Cate is one of the Navy's finest. He keeps things moving smoothly and safely at one of the most dangerous "intersections" in the world.

Nearly two years out of high school in Phoenix, Ariz., Cate is an aircraft director for V-1 Division aboard USS *Harry S. Truman* (CVN 75). As a "yellow shirt", he is responsible for directing the movement of aircraft on *Truman's* flight deck, a flight deck that has aircraft landing, launching, loading, unloading and taxiing simultaneously.

Add the hundreds of people on deck tending to those aircraft, and it becomes clear that Cate's job of directing these multi-million dollar machines through this maze is not an easy one. Not bad for someone who stepped on the flight deck less than six-months ago.

Prior to *Truman's* commissioning ceremony July 25, 1998, training on the flight deck was limited. Crewmembers practiced moving a pair of aircraft (minus the engines) to get some experience working with tow bars, tractors and the elevators. Meanwhile, Cate was temporarily assigned to the mess deck, anxiously awaiting his chance to get to V-1 before the commissioning.

"The first time I went up to the flight deck, I just went, "Wow!"" said Cate. "My head was constantly on a swivel. I went up to Vulture's Row and watched the launches and recoveries. It was the first time I actually saw it with my own eyes on a ship!" Finally, the time came. Cate donned a cranial helmet and reported for duty with V-1 Division.

"At first, we only had about five aircraft, then we started getting more and more," he said. "We were doing carrier quals so it was a much faster pace. As soon as one would come in and land, the plane would be fueled or brought right up to the catapult and get shot off. It was a lot different than what I expected."

As she steamed through the Caribbean, *Truman's* flight deck was operating at full

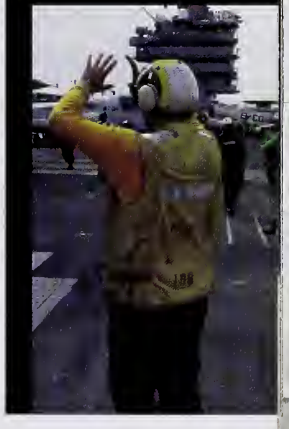




In his environment, AA Mark A. Cate keeps things moving smoothly and safely on the flight deck of the *USS Harry S. Truman* (CVN 75). Nearly two years out of high school in Phoenix, Ariz., Cate is an aircraft director for V-1 Division aboard the Navy's newest aircraft carrier.







throttle. F-14 *Tomcats*, EA-6B *Prowlers*, C-2 *Greyhounds* and F/A-18 *Hornets* litter the deck. Some are being fueled; some are prepared to launch. Others take the wire as they hit the deck, or have last-minute checks performed to insure they make that all-important sortie.

Among all these aircraft, their engines humming, whistling, burning and roaring, are literally scores of men and women outfitted in every color of the rainbow – red, yellow, green, blue, purple, brown. Even the shimmering silver of a team of firefighters stands out among the haze-gray backdrop created by a horizon of aircraft and non-skid. Throw in a fleet of yellow tow-tractors and generators, red fire bottles, and what seems like miles of black fuel lines, and you have, possibly, the most hazardous working environment in the world.

This is Cate's new home.

"It's a whole new world," Cate said. "With the list of the ship, you've got to have the pilot come up on power or you have to slow him down. You've got to watch how fast he's going. You need to know where to park him because you can't park the main mounts and the tires on the catapult tracks because they get so hot. You learn all the different spots, all the different scenarios."

Cate took a deep breath and explained that the pace doesn't ease up just because the sun goes down.

"Night time is a real big deal. Certain aircraft like the *Prowler*, you have to stand so far away because the cockpit is so high that the pilot has to be able to see you. And when you're on the catapult directing him up, it's tough. You can't see very well because of the shadows, and you've got the amber lights shining in the face. You're looking back and hoping that you're doing it right. If you get pushed back, it's terrible. That just makes you look bad."

Any pilot will tell you that these young "yellow shirts" are in charge on the flight deck. That means, in charge of aircraft, and equipment, but most important, people – shipmates. According to Cate, safety is the first thing young airmen are taught. The concept is stressed repeatedly until it becomes first and foremost in their minds.

Whether during cyclical ops when aircraft are coming and going, carrier qualifications that can keep handlers on deck for hours at a time or a solo COD (carrier onboard delivery) hit that involves just one C-2 *Greyhound*, safety is the cornerstone of everything that occurs on the flight deck. That responsibility is something Cate takes very seriously but in stride.

"You've got to stay focused all the time, but you can't afford to get stressed out and not have fun," Cate began. "Having fun is one of the great parts of this job. I get up there and I nod to the pilots and give them a thumbs-up when things are going good. But, if it's not going good, I'll grit my teeth and go, 'Dang,' but it will go better the next time. Stuff is going to happen. That's part of the job. The responsibility on that flight deck is enormous. There's just a lot of growing up you have to do up there."

Sure, all work and no play makes Jack, or in this case Mark, a dull boy. But, aboard a carrier at sea, time for play is tough to find. When the opportunity to relax comes, Cate is usually back to the books, preparing for the next advancement cycle, hoping to become a aviation boatswain's mate (aircraft handling) 3rd class. So, where's a cop when you need one? Probably launching yet another *Tomcat* off USS *Harry S. Truman's* bow as darkness falls over the Caribbean.

Schafer is a Norfolk-based photojournalist assigned to All Hands.

THE FLIGH



Photo by LT Mike Lent

YELLOW SHIRTS

Yellow shirts are an aircraft carrier's traffic cops. Mostly officer and senior enlisted, they call the shots during the moving, launching and landing of aircraft on the flight deck using a series of hand gestures to communicate with pilots and other flight deck personnel.



Photo by PH1 James M. Williams

WHITE SHIRTS

Several different jobs are represented by white shirts. The safety team, air transportation crew, landing signal officers, flight deck corpsmen and final checkers all wear white jerseys on the flight deck.

RED SHIRTS

Whether it's mounting bombs and missiles onto jets or battling a blaze on the flight deck, red shirts work with firepower and explosives. Ordnancemen are responsible for loading, removing and transporting bombs; crash and salvage crews are the ready-response flight deck firefighers; and explosive ordnance disposal members jettison defective ordnance.



Photo by PH2 Michael W. Pendergrass

GREEN SHIRTS

Green shirts make up catapult and arresting gear crews as well as aircraft maintenance personnel. The catapult crew ensures the pilot and plane have a good hook-up on the aircraft for a safe launch. The arresting gear crew maintains and operates the gear that "catches" the aircraft.



Photo by PH1 James Williams

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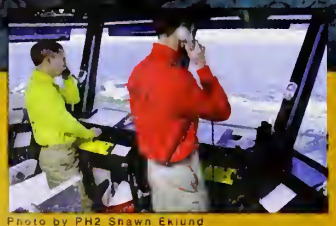


Photo by PH2 Shawn Eklund

The Air and Mini Bosses maintain a bird's-eye view of all aspects of flight operations.

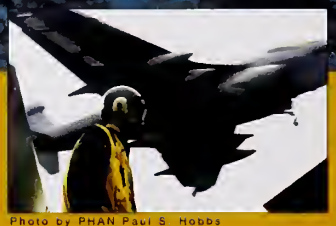


Photo by PHAN Paul S. Hobbs

An **arresting gear officer** verifies the ship's arresting gear is properly set for approaching aircraft.



Photo by PHAN Brian Fleska

The **handler** controls all movement of aircraft on the flight deck from flight deck control.



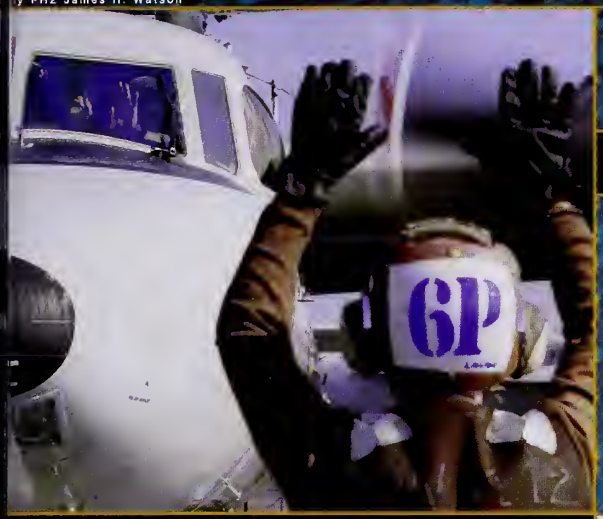
Photo by PHAN Johnnie Robbins

Aircraft maintenance maintains and fixes aircraft assigned to their respective squadron.

IT DECK



y PH2 James H. Watson



PURPLE SHIRTS

Known throughout naval aviation as "grapes," purple shirts are an aircraft carrier's gas station attendants. They fuel and defuel aircraft before, during and after flight operations from fueling terminals throughout the ship and test the fuel for purity.

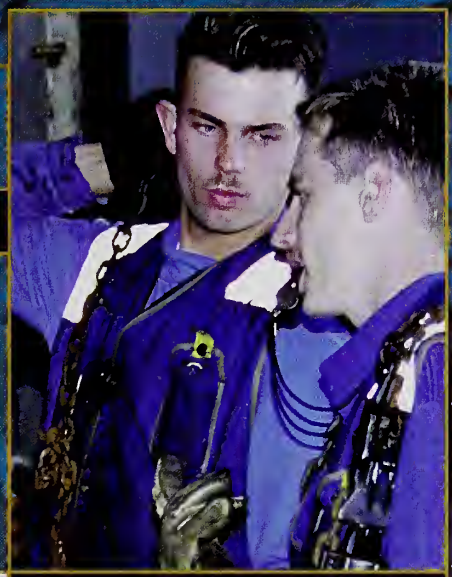


Photo by PhOS Jon C. Sweeney

BROWN SHIRTS

Brown shirts "own" individual planes on the flight deck. Called squadron plane captains, they ensure their aircraft are properly inspected and serviced before and after each flight.



Photo by PH1 James Williams

BLUE SHIRTS

Blue shirts move planes around the flight deck and hangar bays. They drive tow tractors, operate and maintain aircraft elevators and chock and chain aircraft securely to the deck.



hoto by PHAN Chris Howell

The air transport crew loads and unloads air cargo and passengers.



Photo by PH2 Alan Warner

The **shooter** is responsible for catapult ops and gives the final launch signal for each aircraft.



Photo by PHAN Timothy C. Ward

The **crash and salvage crew** fights aircraft fires on the flight deck.

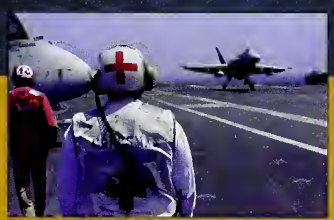


Photo by PH3 Nathan L. Gutmont

Flight deck corpsmen respond to medical emergencies on the flight deck.

Story and photos by JO1 Robert Benson

I Believe I Can Fly



Quick, hold your breath as long as you can.

Now start silently counting. Ten seconds? Twenty? Thirty? How long before you start to feel numb and nauseous? Forty?

According to a small Navy unit down in Pensacola, Fla., that tracks such obscure things, the average E-4 can hold their breath for only 15 seconds. Of course their test subjects are blindfolded, weighted down with flight gear and dunked underwater in an inverted fuselage.

Here's another meaningless exercise: When ordered to do so, think of a joke and recite it as fast as you can. With stop clocks clicking, the same Pensacola team found it takes the average Sailor about 10 seconds. You and I could probably do it quicker, but the Sailors in Pensacola would be disorientated, somewhat hysterical, cold, wet, suffering from dehydration and sunburn and wouldn't have eaten in, oh ... three weeks.

There are reams of similar statistics that prove that grown men go a little berserk under life-threatening conditions. None of those stats are written down; they're stats taken from real-life experiences, survival accounts and diaries of the dead. These stats are engraved in the minds of Sailors who make up a command known as the Aviation Survival Training Center based at Pensacola Naval Air Station.

Ask one of those Sailors an obscure question like "What's the biggest threat that faces three men in a life raft at sea?" and you'll get the simple answer: "Themselves." Ask an instructor how to keep the morale up in a life raft when your shipmates are dying around you. The remedy there: "Start telling jokes." Quickly though; the clock is ticking...

In existence since 1947, the mission of the Naval Operational Medicine Institutes Survival Training Center is as clear as its name: to train aircrewmembers, officer and enlisted alike, how to survive through a plane wreck by egressing from a sinking fuselage and



After some nudging and a signal from instructor AT2 Phil Coyle (right), an enlisted aircrewman leaps into the warm Gulf waters off Pensacola, Fla. Moments later a search and rescue helicopter swooped down to pluck him out of the water. The purpose of the exercise was to familiarize the future aircrewman with the basics on helicopter hoisting, part of the curriculum at the Aviation Survival Training Center in Pensacola.

Anxiety, nervousness, excitement and stress show on the faces of these young aircrewmen prior to getting in a fuselage that will simulate an aircraft crashing into the ocean.

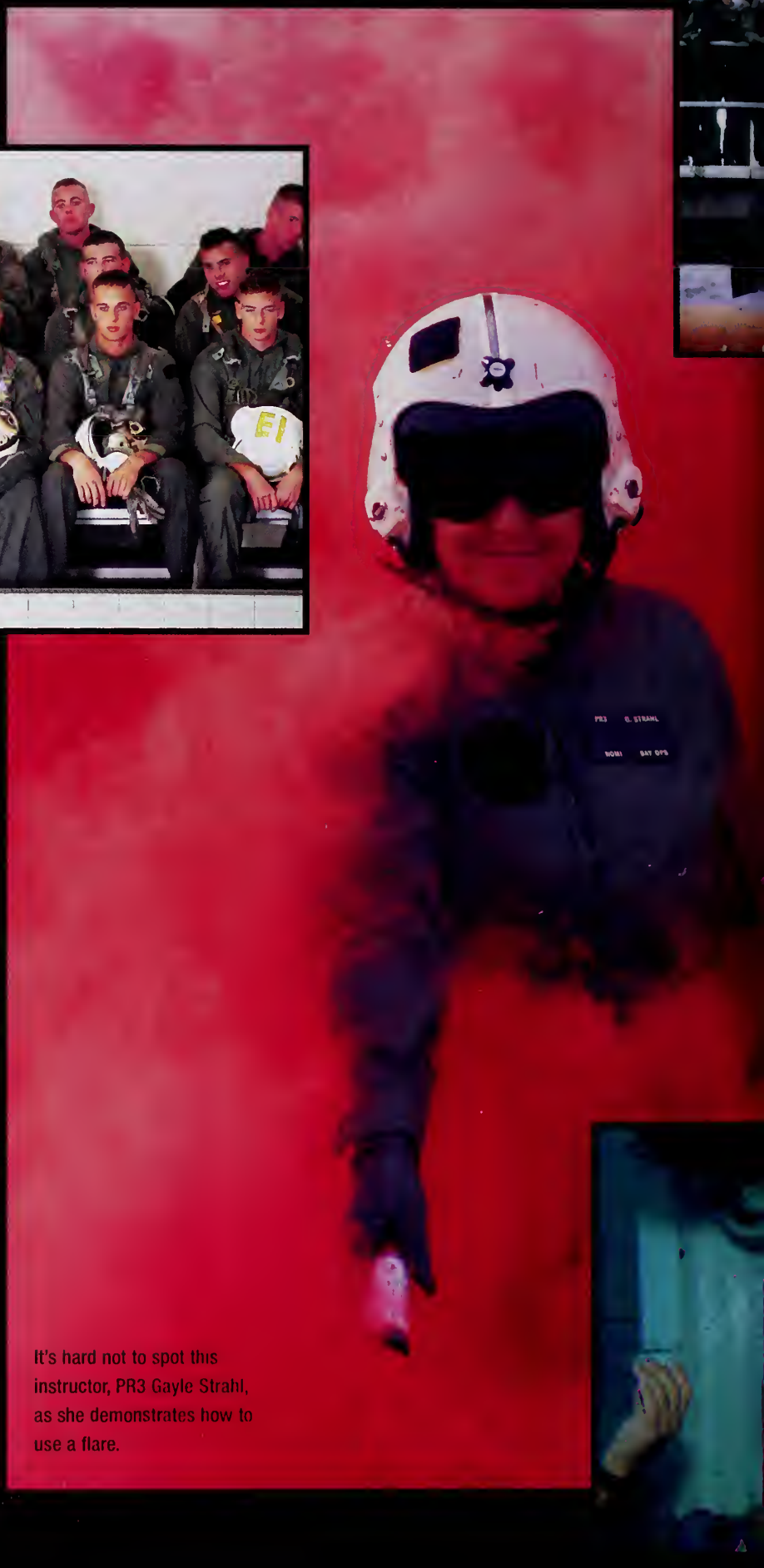


surviving in the water.

The course is a prerequisite for all Navy personnel who work in and around aircraft. The school starts aircrewmen at ground zero – quite literally – when the plane hits the water. During the one-week curriculum, students are subjected to all the horrors associated with an air wreck at sea: escaping from a sinking aircraft, surviving on limited food and water, living off the environment, protecting against the sun, finding land, etc. Even rogue warrior stuff like shark attack or jelly fish evasion is thrown in.

Rightly so – instructors at the school proudly acknowledge that the curriculum is considered high-risk training and extremely stressful.

"This is the closest you can get to a real plane crash," said Instructor Boatswain's Mate 1st Class (DV) David Francis, describing training and the Multi-Place Helicopter Dunker, a corner-stone training device that much of the course centers around. The dunker, a big blue barrel-looking container the size of a Volkswagen, is loaded with blindfolded crewmembers and dropped from 10 feet into a deep pool. Its purpose: to simulate a helicopter crashing into the ocean. After hitting the water, the dunker



It's hard not to spot this instructor, PR3 Gayle Strahl, as she demonstrates how to use a flare.



Working together, two enlisted aircrewmen struggle to get atop a life raft prior to inverting it to its normal position.

Crooked helmets, blackened-out goggles, flailing bodies are the telltale signs of aircrewmen experiencing the dunker, a Volkswagen-sized barrel that's dropped into a deep pool to sink while crewmembers inside struggle to escape.



immediately starts to sink and slowly turns upside-down.

Add the cotton candy, kids and screams, and you have a Disneyland "E" ride. The only difference is that here, there's no guarantee of a safe return. Every now and then a young crewmember in the dunker will salute classmates watching from poolside as he or she valiantly goes down with the "ship." Others just cling to whatever they can as the water line quickly rises from their knees to their waist to their chin and higher. The dunker and its crew inside sink, a few tense seconds pass, then heads start to submerge. First one, then another, then another and another. Soon all who went down are on the surface, gasping for air.

Underwater the scene is different: in a controlled frenzy, seat belt buckles are undone and the non-seeing crewmembers feel and grope for the door to escape the dunker, bumping and flailing the whole way. Politeness and the "ladies first" theory is discarded when you can't breath.

"If something were to happen out at sea, it's going to be dark," said Instructor Senior Chief Engineman (SW/DV) Richard Wrenn. "You're not going to be able to see and your aircraft is going to be in a million pieces around you. The realism of this training is one thing that surprises most of the students who go through our class."

But the dunker is about 99.9 percent safe say instructors – they haven't lost anyone yet.

"If Bob Hope can do it, anyone can," admits Francis, citing notables who have experienced the dunker. He said Barbara Mandrell, Navy astronauts, CNO Jay Johnson and many flight admirals have taken the plunge – they, along with about 6,000 graduates per year – all hitch free. "Students feel much more confident in the water and they feel like they could survive an aircraft crash," he said. "Most of the students think our training is the most important information they'll ever receive.

Getting a rescue from a helicopter would be the next logical step after your aircraft crashes in the ocean. So, in the following days, students are shown how to get hoisted from a helicopter in a simulated helo hoist. They're also given instruction on how to free themselves to avoid parachute entanglement and dragging."

A half-mile down the road from the dunker building, life raft organization is taught by a different group of instructors in the bay. Parasailing for naval aviators (which teaches pilots how to safely eject and land from an aircraft), and an actual helicopter hoist are also on the curriculum.

"We get them out in the bay and put a team on a life raft," said instructor Aviation Electronics Technician 1st Class (AW) Richard Johnston. "We put a person in charge and drill them on what they would do if they were really in peril. God knows where they could be when they go down for real. What we do is very short compared to what actually could happen. Mostly what we teach is common sense stuff."

Johnston added that students find the course teaches them things they really don't think about. "Going through the Aviation Water Survival School really opens their eyes. From here the students are ready to go on to their prospective school or commands better prepared and better aware of the whole phase of aviation physiology training."

Perhaps the strongest testament of the school's human survival mission comes from Johnston, who claims that everything they teach "has been written in blood at one point or another."

The reference material he and other instructors use – the training manuals, the sea stories, the legend and lore – it all came from one precious source:

The diaries of the dead.

Benson is a photojournalist assigned to All Hands.

WHO'S GONNA JUMP FIRST?

Untested aircrew survival equipment is the order of the day for the Navy's ultra-elite unit of test parachutists.

Story and photos by JO1 Rodney J. Furry

Being first. It always seems to be a big deal for Sailors. Whether it's an accomplishment as big as a ship completing deployment work-ups, a squadron getting the latest equipment for their birds, or even as small as being at the head of the chow line in the galley, Sailors are always competing to be first.

But what about the first in a new line of parachutes? Picture this: it's the smallest, lightest, most reliable parachute ever designed for Navy aircrews. The designers have calculated its performance exactly and used all of their safety expertise, so there's probably nothing to worry about. But no one's ever actually tried it out. So, who's going to be the first to jump?





(left) Packed into the aircraft, the test parachutists wait quietly while the small plane climbs to altitude.

(center) PR2(AW/FPJ) Jonas Williams lands with a rucksack trailing behind him for a test of the MT1XS system used by Navy special warfare units.

(bottom) Test Parachutists PR1(FPJ) Ronald "Taz" Clark and PRAA(PJ) Misty D. Warren test space shuttle emergency systems for a water landing at the NASA training facility in Houston.

Stepping up to the challenge and accomplishing firsts for more than 50 years is the small fraternity of Sailors called Navy Test Parachutists. From their spaces at Naval Air Weapons Center, China Lake, Calif., they test and evaluate all of the new parachute systems designed for naval aircrews. The team is made up of Aircrew Survival Equipmentmen, or Parachute Riggers as they're commonly known. But they're not your typical PRs.

After getting their jump wings at the Army's Basic Airborne School at Fort Benning, Ga., they attend the Advanced Free-Fall school in Yuma, Ariz., where they learn to use specialized systems common to the special warfare community. But that's where the training really begins.

"Before being qualified as a Test Parachutist, we have to jump with every parachute system the Navy has. That way we're familiar with their characteristics and can provide feedback for possible improvements," said PRCS(AW/FPJ) Robert F. Smith, a senior jumper whose relationship to one of the founding members of the Navy Parachute Experimental Unit in the 1920s makes him the program's only legacy jumper.

For almost as long as Sailors have been flying, they've been taking parachutes up with them because military flying is inherently dangerous. A Navy parachute training school had been in existence at NAS Lakehurst, N.J., since the early 1920s, but it wasn't until the outbreak of World War II and an incredible boom in military aviation that the program was moved to California, originally at Naval Air Facility El Centro, and finally in 1979 to the quiet desert outpost at China Lake. Since its birth, members of the program have made more than 50,000 documented jumps, and continue to make as many as 180 to 200 jumps a year.



Photo Courtesy of NASA



The sun is shining clear and hot on the desert floor, but at 12,500 feet over the Indian Wells Valley, it's freezing cold in the small airplane because the door is open and the jumpmaster is about to give the signal for PR2(AW/FPJ) Jonas Williams to go. He's jumping the MT1XS parachute system that's common to Naval Special Warfare units.

"When we jump with this system, we carry a full combat load with a rucksack and a weapon, so we can put the rig under the same stresses it would have to endure in an operational situation," he said.

With a full rucksack slung behind him, he swings out the door and hangs on, fearlessly awaiting the jumpmaster's signal. With a tap on the shoulder he lets go, falling backward into the





(left) Some of the Navy's first test parachutists prepare for a jump from a dirigible circa 1940.

(top) Test Parachutists PR1(FPJ) Ronald "Taz" Clark and PRAA(PJ) Misty D. Warren suit up for a flight test of the space shuttle's personal parachute assembly.

(right) PRAA (PJ) Misty D. Warren models the new "thin pack" design emergency parachute being tested by the unit. The parachute, which is still being tested is expected to be an improvement on the systems being used now in all of the Navy's prop-driven aircraft.



open sky. The tiny airport and drop zone more than 12,000 feet below quickly begin to grow larger, as he screams back to planet Earth at up to 120 miles per hour. Cutting through the air at hurricane speed, he notes on his altimeter that he's reaching his predetermined pull altitude. He tosses a small drone parachute from his rig and with a violent *WHOOSH*! His chute is ripped from the pack and he's jerked instantly into a fast, gliding swoop over the drop zone.

"Sure, it's dangerous work," said Williams, "but we train constantly to be expert in these systems. We know our safety limits, and we respect them."

With a kidding nod, he joked, "Besides, if something does go wrong during a jump, you've got the rest of your life to figure it out."

While they may be prone to the same dark humor typical of Sailors in dangerous jobs, safety for Navy aircrewmen is the Test Parachutist's purpose in life. With a long list of responsibilities that include testing new and existing parachute systems and writing and editing service manuals for the fleet, they're dedicated to improving the chances for survival for those shipmates who may have to bail out of or eject from a damaged aircraft.

There's no doubt in Aviation Antisubmarine Warfare Operator 2nd Class (AW/NAC) Mark Wendell's mind that the parachute in his ejection seat saved his life. Last March, while his pilot was conducting training maneuvers off the coast of Southern California, something went wrong in the S-3 *Viking*. With only seconds to prepare and the ground hurtling perilously close, he and his fellow crewmembers were catapulted from the *Viking* like rockets. With his superior Navy training and natural instincts intact, his first reaction after regaining his senses was to look up and check on his parachute.

"I thank God every time I think about it. I looked up to make sure I had a good canopy, and I was relieved to know it worked," said Wendell. "It's a comforting feeling knowing that when they do their job, it's going to save somebody's life," he said.

It's ironic how Sailors like the Test Parachutists crave it, always longing for their next jump from a perfectly functional aircraft, while others who fly with it every day pray they never have to use it. But it's fortunate for all of the Navy's aircrewmen that they're willing to take the risk to ensure our pilots make it safely home regardless of what happens in the air.

Furry is a photojournalist assigned to All Hands.



WAITING IN

Tomcat Maintainers Are Heroes

When it launches off the deck of an aircraft carrier, it is the most feared fighter in the sky. The roar of it's engine is unforgettable. It is the most storied aircraft in the world today, a veteran of countless sorties in peacetime and conflict, and popularized in novels and on the silver screen. It is the F-14B *Tomcat,* and it is the backbone of naval aviation.

But, below the flight deck or alongside the flight line, this all-weather, day-night fighter is no different than the vehicle you take to and from work each day — it requires upkeep. Enter the Sailors who keep this bird of prey in the air — heroes waiting in the wings.

With it's sophisticated weapons, tracking and communications systems, as well as two powerful turbofan engines with afterburners, the F-14B *Tomcat* requires the talents of a diverse group of ratings. At Fighter Squadron (VF) 143, Naval Air Station Oceana, Va., the entire maintenance department is committed to one concept to keep their aircraft up and flying: teamwork.

As an Aviation Ordnanceman, First Class (AW/SW) Mark B. Raye is responsible for the upkeep of the armament systems on the *Tomcat*. Having worked on F-14s for nearly 10 years in squadrons from Virginia Beach to Atsugi, Japan, Raye said he enjoys working on the aircraft but realizes that it takes hard work to keep a bird up, especially during a deployment.

"It's very high tempo," Raye began. "Getting ready in the morning, we may have a 6:30 a.m. go where we have to really scramble to get things done. Sometimes we fall behind; sometimes we're ahead of the game. A lot of times there are little things that jump up and bite you, like little gremlins. Those are the things that make life hard for us because then we have to jump through hoops to get things done right. But, I love the job. I wouldn't trade it for anything."

Taking responsibility for a multi-million dollar aircraft is one thing. But, the Sailors who work on fighters, or any other aircraft, also realize that they have a responsibility for the safety of their pilots and aircrew. Aviation Structural Mechanic (Safety Equipment) 1st Class (AW) Gary G. Zimmerman of Long Valley, N.J., is the leading petty officer for VF-143's ejection seat shop. Handling safety and survivability issues for the



THE WINGS

of the Hangar Bay

By JOI Ron Schafer

Photo by PH1 Spike Call

aircrew, he knows first-hand about the bond of trust that forms between aircrew and maintenance personnel.

"We create an environment in the cockpit," he said, "for their safety during the flight. By knowing that we take our responsibilities seriously, they are able to trust us with their lives. If anything was to go wrong with the aircraft, they need to know that our ejection seats are going to get them out before they go down. I think the aircrew have a little more confidence and respect for us, because they know that the job we do has to be perfect every time. And we take a great deal of pride in our work. We know that if everything else fails, our seat has to work, and it has to work the first time."

With the hectic pace and pressure to get the job done right the first time, the "Pukin' Dogs" of VF-143 take pride in their ability to have their aircraft ready when the time comes to launch. After long hours in the hangar bay of the carrier or on the flight line at Oceana, seeing that *Tomcat* get airborne makes the hard work seem worth it. But, without that team concept, explained Zimmerman, success just doesn't happen. It's when crunch time comes, that he and his fellow "ground pounders" are at their best.

"Especially when we have a pre-flight gripe," said Zimmerman. "Right before the jet is supposed to go, the aircrew say they have a problem, so you attack it. You fix it immediately, right on the spot, and the aircraft still gets to the catapult and shoots off the deck. That gives you a major sense of accomplishment."

"What I like more than anything is when one work center has a problem, we all jump in there to get it taken care of. Everybody gets involved and pulls together as a team because we're the Pukin' Dogs, so everybody gets to work. We all want to make that sortie. It inspires everybody and brings us closer together as a group. That camaraderie is what it's all about, working together and watching out for each other."

Schafer is a Norfolk-based photojournalist for All Hands.

Up, Up and

Story and photo



Early man must have stared in awe at the flight of birds. He must have felt shackled to the earth as they swooped and dove, gracefully defying the gravity enslaving his own feet to the solid ground. He must have climbed to the tops of mountains or into the tops of the tallest trees and waved his arms madly, fearfully bracing himself for the courage to just leap free and soar.

Away

OI Rodney J. Furry

For thousands of years. this passion for a seemingly impossible freedom inspired engineers, scientists and crackpots alike. From the tragedy of Icarus' flight to Leonardo DaVinci's foreelling sketches, none could master the fantasy of taking to the air until 1783, when Joseph and Etienne Montgolfier showed the world how simple it could be with a bag of hot air.

Today, hot air ballooning attracts millions of spectators every year at hundreds of festivals and exhibitions all over the world. Despite the sublimely tame nature of the sport, the site of a balloon drifting lazily across the sky still has the power to draw attention. That's what inspires the members of the US. Navy Hot Air Balloon Team to volunteer so much time and effort to getting their massive blue and gold balloon into the air.

After the recent uncertainty about its future, the team has temporarily found refuge back in its original home, Albuquerque. N.M. Well known for its spectacular weather and surrounding mountains that create excellent wind conditions for ballooning, Albuquerque has become the premier spot for balloonists from all over the world. The annual Albuquerque nternational Balloon Fiesta has grown to almost 1,000 balloons during the past 26 years.

"This is where the Navy balloons belong," said CAPT Tim Thorsen, commanding officer of the NROTC Unit at the University of New Mexico and one of the founding members of the Navy Hot Air Balloon Team. "Albuquerque is the home of ballooning, so it's the perfect place to base them," he said. "Not only are we supporting Navy recruiting, but by being attached to the NROTC unit, we're able to use the balloons to reinforce multiple textbook principles to our future officers."

At a recent balloon festival in Ridgecrest, Calif., team nember PR1 Paul O. Bartlett from Carlsbad, N.M. was urrounded by a sea of screaming kids waving blue and gold balloons. He beamed with pride as he entertained them in he shadow of the massive blue envelope.

"This is what it's all about, the kids," he said. "When you ee these smiles and the wonder in these eyes, there's no way of gauging the lasting impact it has on them."

Impact is just what the Navy was looking for when it first uthorized the formation of the team in 1975. In a letter to







(top) The Navy Hot Air Balloon boldly takes the Navy colors high into the New Mexico sky.

(bottom left) A team member makes last-minute adjustments before liftoff.

(bottom right) A warm predawn flame lights up Pilot CAPT Roger Hull as he fills the envelope with a blast of hot air.



Commander, Naval Recruiting, CAPT Ronald H. Caldwell requested $22,100 to purchase a hot air balloon to "project a favorable Navy image in support of the Navy's recruiting efforts."

After a few years of debate over the logistics of running a team, Navy recruiting's first hot air balloon was delivered to Albuquerque, N.M., in 1977 emblazoned with the popular slogan, "NAVY, an adventure." Within a few weeks of its maiden flight over Albuquerque, the big blue, white and gold canopy was making a command performance over the nation's capital and, soon after, making public appearances all over the country.

The Navy is still the only military service to own and operate a balloon team. While initial fervor over the balloon's importance may have mellowed over the past 21 years, the enthusiasm of the members who volunteer, and the lasting impression they leave in the hearts of the hundreds of young people they meet every year still pays a huge dividend for the investment.

"There have been times when we would land in an elementary school yard, and the whole school would come out to see us. They would literally stop all the classes and come out to the school yard to see our balloon and talk to us," said CAPT Roger Hull, the team's former commander and one of its most ardent supporters.

Retired LCDR Dick Manske, also one of the team's pilots, might consider that an understatement. Flying quietly on a swift current just 500 feet off the desert floor, you can see something more in his eyes than the focused stare of a former F/A-18 pilot. With an occasional burst of flame from the burners and the whistle of the wind breaking the silence, he scans the horizon in apparent awe.

"It's a pretty peaceful experience up here," he said, "Every time I fly this balloon, I'm amazed at how beautiful the view is when you're not screaming past it in a fighter."

A long, streaking cloud of dust makes its way across the distant desert floor, and he points to where the chase truck is speeding down a dirt road to where the ground support team thinks the balloon is going to land.

"It's not an exact science," says Manske. "You can control where it lands to an approximate degree, but the wind currents are still pretty much in control."

The annual fiesta in Albuquerque presents balloonists with the ultimate challenge of launching and flying balloons in a crowd. More than 1.4 million spectators watched "Navy, Navy, Navy" take to the skies during the nine day event. Officer Candidate Heather L. Carpenter from Hominy. Okla., watched in awe as the Navy balloon, surrounded by hundreds of others, bobbed in the wind, straining at its anchorage and waiting for the queue to launch.

"It's so much fun being a part of a team that represents the Navy. The best part is that we get to show our colors to the world," she said. "I like that it brings us together as a team in a public place. Here, we can show the public how the Navy inspires and perfects teamwork, but best of all, it's an environment where the public can get up close and personal to see us work," she said. No other Navy demonstration team can safely offer such a close interactive experience.

There are things the hot air balloons don't offer. The technology of balloon flight hasn't evolved much in its 200 years of existence, so it lacks many of the bells and whistles of the computer age. They don't fly at supersonic speeds, and they can't launch a barrage of *Tomahawk* missiles into the enemy's backyard. But, the giant flying blue and gold billboard and its crew of volunteer Sailors and Marines is leaving its mark somewhere equally important in the hearts of future shipmates.

Furry is a photojournalist assigned to All Hands.



(left) LCDR (Ret) Dick Manske scans the horizon during a flight over the -central California desert.



(above right) Pilot CAPT Tim Thorsen takes a final look at Fiesta Park as the Navy balloon lifts off during the Albuquerque International Balloon Fiesta.

(bottom right) The morning sun splashes across the field as the Navy Hot Air Balloon Team scrambles to get their balloon in the air.



(p. 38 top) The Navy Hot Air Balloon Team blends in with the crowd at the Albuquerque International Balloon Fiesta.

The last time Aviation Machinist Mate 3rd Class Bill Surgi saw his ship, USS *Yorktown* (CV 5), it was early in the morning of June 5, 1942. She was slowly listing to port. When she turned over and sank two days later in 300 fathoms of water, all of her battle flags were flying. Her last position was Latitude 30-46 North, Longitude 167-24 West.

By JO2 Brigette Barnes

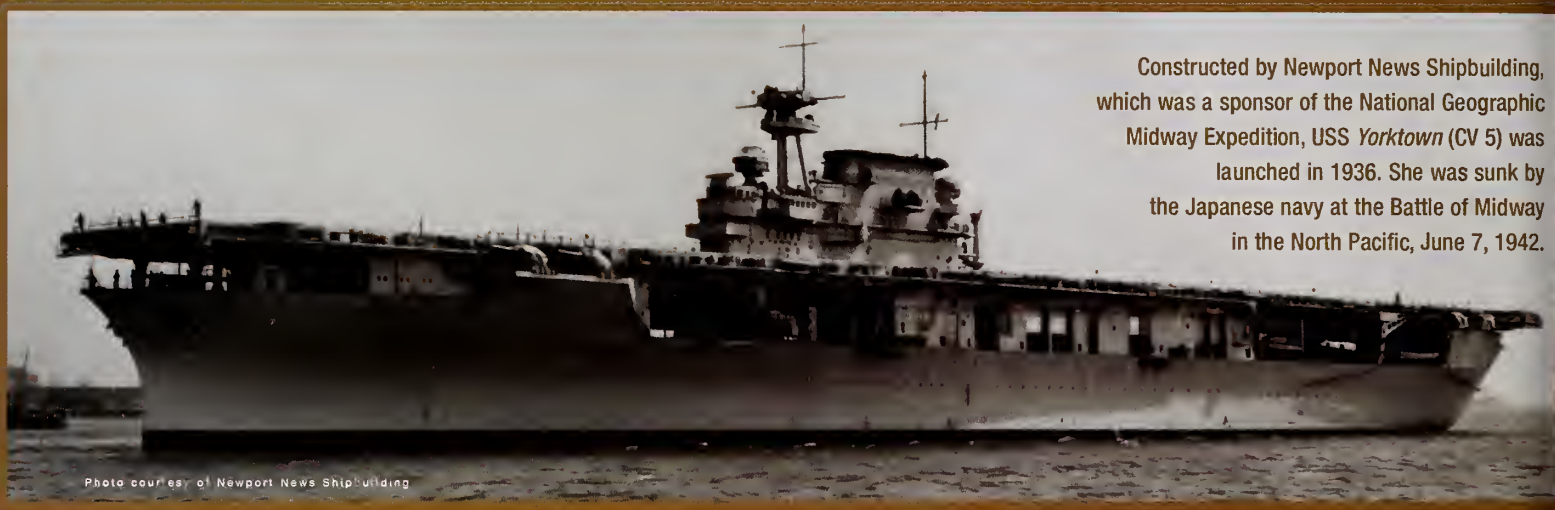


Photo courtesy of Newport News Shipbuilding

Constructed by Newport News Shipbuilding, which was a sponsor of the National Geographic Midway Expedition, USS *Yorktown* (CV 5) was launched in 1936. She was sunk by the Japanese navy at the Battle of Midway in the North Pacific, June 7, 1942.

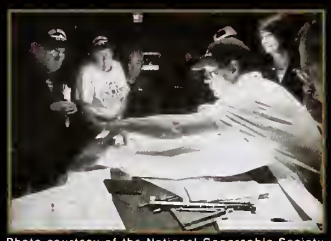


Photo courtesy of the National Geographic Society

Deep-sea explorer Bob Ballard, a Navy Reservist best known for discovering RMS *Titanic*, pours over sonar charts while attempting to locate USS *Yorktown* (CV 5) 16,650 feet under the sea.



U.S. Navy Photo

During the Battle of Midway, a Japanese plane tries to escape a barrage from USS *Yorktown* (CV 5) (right).



Photo courtesy of the National Geographic Society

The wreck of USS *Yorktown* (CV 5) is seen for the first time in 50 years. The World War II aircraft carrier was sent to the bottom by Japanese torpedoes.

Yorktown sank June 7, 1942, but not before her air group and planes from USS *Hornet* (CV 8) sank a Japanese carrier and damaged a heavy cruiser. The air group is credited with taking down 44 Japanese aircraft during the Battle of Midway. She turned the tide in the Pacific War against the Japanese. "The day of the bombing, we had a picnic on the flight deck," said Surgi, now a 74-year-old resident of Rockville, Md. "We had sandwiches and Charms candy bars. After lunch, the torpedo attack came in. When I saw the first dive bombers, I took shelter in the catwalk. The bomb hit the flight deck aft of the island. Another bomb went down the stack and we were dead in the water. The third bomb went down the No. 1 elevator and started a fire in the rag room.

"The forth torpedo went wild," he continued. "I saw the airplane from my shelter in the catwalk."

Yorktown's crew had her up and running in a little over an hour, but later two torpedoes hit *Yorktown* on her port side. All power was lost and she was dead in the water again.

She began to list to port and the commanding officer ordered the crew to abandon ship.

"I was flash burned on my face and my arm was broken," said Surgi. "I just hoped to get off the ship before it turned over. I was wearing an aviator's life jacket and I still had on my tin hat (helmet). I was thrown into the overhead from the torpedoes twice and I think my helmet saved my life. I slid down the lifeline with one arm

and my legs around the line to keep me from slipping. The destroyer USS *Benham*, the cruiser USS *Portland* and USS *Fulton* picked us up and took us back to Pearl Harbor."

A salvage party from USS *Vireo* (AT 144) and a fire party from USS *Hammann* (DD 412) was sent in an attempt to save *Yorktown* and bring her into port. A group of five destroyers formed an anti-submarine and anti-aircraft screen around *Yorktown*.

About this time, four torpedoes were seen approaching the ship on the starboard side. The first torpedo hit *Hammann* amidships and she sank very rapidly. Two torpedoes hit *Yorktown* close to the stern. The fourth torpedo passed just astern of her.

No further salvage was possible. *Yorktown* was seen for the last time early in the morning June 7, 1942, or so the world thought.

Surgi, who received a Purple Heart from his injuries, saw his ship once again when the National Geographic Midway Expedition found *Yorktown* May 19, 1998, resting at the bottom of the Pacific Ocean, 16,650 feet below the surface.

"I saw the massive wreckage and said 'There she is!'" said Surgi. "I already knew it was *Yorktown*. I saw the crane tower aft of the island which is identifiable by its unusual shape. Later, we did find the '5' and 'Yorktown' on the stern which gave us the positive identification."

Dr. Robert Ballard, a Navy Reservist known for his discovery of RMS *Titanic* in the North Atlantic Ocean, led the expedition that found the wreck of *Yorktown*. The National Geographic Society announced the discovery last summer in Washington, D.C.

The expedition was sponsored by National Geographic, the Institute for Exploration and Newport News Shipbuilding.

"This discovery is important because it's through the discovery of the *Yorktown*, that we're able to retell the story of the Battle of Midway," said Ballard. "Clearly, the Battle of Midway was the turning point in the war in the Pacific and a great moment in American Navy history. The only major ship lost by America during the battle was the *Yorktown*, so it became pivotal."

Exploration of this site allowed the Navy to test its new technology for deep-sea exploration. The scientists and explorers on the expedition tested technology that can be used to rescue disabled submarines and to explore one of the last frontiers on Earth – the ocean depths.

The National Geographic Explorer series will air a television documentary about the expedition on the TBS Superstation April 14 at 8:05 p.m. EST. Accounts of the National Geographic Midway Expedition and of the Battle of Midway will be published in National Geographic magazine in 1999. National Geographic will also dedicate a page on their website <http://www.nationalgeographic.com> to the expedition this month.

"The Navy provided us with their support ship *Laney Chouest* as well as their deep-diving remotely operated system called the ATV or advanced tethered vehicle," said Ballard. Clearly, without the ATV, we would not have been able to go down and verify, photograph and document the *Yorktown*."

"This type of hands-on training experience is absolutely invaluable as we maintain and enhance the skills of our deep-submergence system operators," said RADM Malcolm Fages, Director, Submarine Warfare.

The ATV was used to photograph and explore the ocean floor once the sonar from the MR-1 had located huge objects believed to be *Yorktown* and other ships lost during the battle.

"All the sonar can do is give you a target that may or may not be the *Yorktown*," said Ballard. "Without the Navy's ATV, we would not have been able to actually confirm that we had found it, nor would we have been able to take the beautiful footage.

"USS *Yorktown* is in the best shape of all the ships I've ever seen on the ocean floor," Ballard said. "There is no biological growth on her hull. She is in a perfectly sterile, safe environment, with the rate of sedimentation only one centimeter per millennium. There are no plans to try to bring her up. Mother Nature is providing free storage. Our goal is to create an underwater memorial for her using technologies in the future for people to visit the *Yorktown* where it is, much like people visit the USS *Arizona* in Pearl Harbor."

When *Yorktown* sank, she settled upright about 40 to 50 feet into the mud, according to Ballard. Other than a severe starboard list, she is in perfect shape.

"This exploration would not have been possible without the Navy's help and coordination," Ballard said. "They had already conducted a bathymetric survey of the entire area before we started, and they also provided the support ship."

The expedition was challenging and difficult, according to Ballard. "There was a very large search area. It was four times the search area we had for the *Titanic*. It was 400 square miles and it was extremely deep – 17,000 feet of water. In a portion of the search area were several undersea volcanoes. All those natural phenomena can make your life pretty miserable. But, we were able to overcome all that and succeed. I was relieved our target was the *Yorktown*, because we only had one target.

"With this expedition, we've gone deeper than ever before and we've searched a greater area than ever before," Ballard continued. "It's a thrill to come back with images of this great American warrior.

"This is an incredible story in American history," said Ballard. "I don't think we would have been able to tell it as powerfully as we are telling it, had we not found *Yorktown*. This was one of the most difficult expeditions I've ever had to conduct. I'm relieved and satisfied that we did a good job."

Barnes is a journalist for All Hands.

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CyberSailor

The Final Frontier

"I just got finished watching two very interesting but similar movies about that "final frontier" of ours. Yes, space is once again on the minds of Americans after having survived the two biggest hypothetical meteorite showers in history. In both movies we are all saved by a group of heroes sacrificing their lives for the good of mankind. Funny, the only people besides oil riggers qualified to go into space were astronauts.

Because most of us probably don't understand these high-tech scientific minds at the National Aeronautic and Space Administration (NASA), I decided to take a peek into their world. Come along and don't be afraid – I'm CYBERSAILOR and I'll protect you.

As Americans we tend to get complacent and begin to take for granted the cutting-edge technology that surrounds us. We almost expect that America will invent something bigger and better, and we probably will – but that shouldn't stop us from appreciating what it takes to break past the stratosphere and adventure deep into that barren sky called space.

These men and women who do venture into space are somewhat of a mystery. They are sheathed in secrecy, but they still evoke a sense of awe in Americans.

Since "Armageddon" and "Deep Impact" inspired me, I decided to investigate NASA's Website for some goodies. If you take off to **www.nasa.gov** we can begin the journey together.

The first stop is at their headquarters in Washington, D.C., at **www.hq.nasa.gov**, where you can find cool things like their budget. (Did you know NASA had 4.4 percent of the federal budget in 1966 and only .07 percent today?)

There you can find out about policy and administrative information and have lots of links to everything from earth science to doing business with NASA. They even have websites for each of the 16 different NASA organization centers. The laundry list starts off with the Ames Research Center, Moffett Field, Calif., at **www.arc.nasa.gov**, where you can search for meteorites and asteroids that have hit Earth. There is also a link to astrobiology at **http://astrobiology.arc.nasa.gov/home.html**.

The next site is Dryden Flight Research Center, Edwards, Calif., NASA's primary installation for flight research at **www.dfrc.nasa.gov/dryden.html**. They also have the SF171 sonic boom recording embedded in Apple QuickTime player and a 360-degree virtual tour using QuickTime VR plug-in.

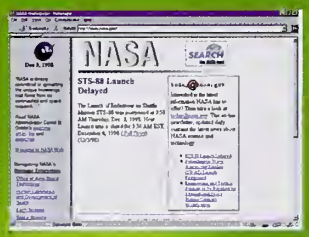
The Goddard Space Institute, in New York City, is at **www.giss.nasa.gov** and works very closely with other educational institutes like Colombia University in earth and science research. The Goddard Space Center, Greenbelt, Md., is at **www.gsfc.nasa.gov** and has a link to the NASA image exchange at **http://nix.nasa.gov**. Even the Independent Validation and Verification Facility, Fairmont, W.Va., which is dedicated to safe and effective software for NASA has a site at **www.ivv.nasa.gov**.



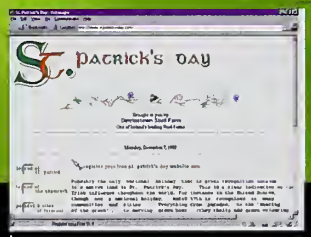
http://astrobiology.arc.nasa.gov/home.html



www.ksc.nasa.gov/ksc.html



www.nasa.gov



www.st-patricks-day.com

Green Day

For us Irish-loving, St. Patrick's day types, I checked out an interesting site. If you want information on St. Patrick's day, check into **www.st-patricks-day.com**. Here you will learn that Saint Patrick was born in and kidnapped from Scotland. He was then sold into slavery in Ireland. He eventually escaped, learned the language and became an ordained deacon, priest and bishop before dying in AD 493.

If you know of any other cool sites for holidays, shopping, how-to or anything of interest please e-mail me the URL and I will check them out.

The Jet Propulsion Laboratory, Pasadena, Calif., www.jpl.nasa.gov deals with robotic exploration and is managed for NASA by the California Institute of Technology.

The famous Johnson Space Center, Houston, is at http://www.jsc.nasa.gov and has links to NASA's Space Shuttle Earth observations database. This photo gallery holds more than 250,000 high- and low-resolution photographs of cities, weather patterns and well-known landmarks taken from an astronaut's point of view. The website http://earth.jsc.nasa.gov has different search functions and you can even view multiple photos with cutlines. It also has a site remembering Alan Shepard at www.jsc.nasa.gov/pao/shepard. It tells about his life and his various accomplishments and missions as only NASA can.

The well-known Kennedy Space Center, Fla., is at www.ksc.nasa.gov/ksc.html. You can learn about recent launches and video and photos of the launch along with the actual countdown.

Then there is the Langley Space Center, Hampton, Va., at www.larc.nasa.gov, the Lewis Research Center, Cleveland, Ohio, at www.lerc.nasa.gov/LeRChomepage.html, the Marshal Space Flight Center in Huntsville, Ala., at http://www1.msfc.nasa.gov and the Moffett Federal Airfield in Mountain View, Calif., at http://george.arc.nasa.gov/jf/mfa.

Last but not least, the Stennis Space Center, Miss., Wallops Flight Facility, Wallops Island, Va., at www.ssc.nasa.gov and the White Sands Test Facility, White Sands, N.M., at www.wff.nasa.gov

Well, this is a good start on websites that will wet your whistle and get you interested about space exploration. Remember, if you ever find yourself facing a huge meteorite flying toward your home, reach for the stars and pray there is a Harry Stamper or Spurgeon Tanner around to save you.

Cyber Sailor

Earning Your Web-Wings

This month the famous CyberSailor Site of Excellence award is going to the best functional and informative aviation and squadron sites up and running in the Navy. Since aviation is a wide area, I broke it down to include aviation as one pool and squadrons as another.

The winners for the aviation category are as follows:

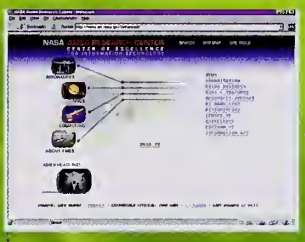
The 1st place winner is Naval Aviation Depot, San Diego, Calif., at www.nadepni.navy.mil. Thanks to Robert Goodyear and Dan Ruiz, the site webmasters, the site has a link for both high and low graphics. It provides good information on the area and command. The 2nd place winner is Naval Air Weapons Division, China Lake, Calif., at www.nawcwpns.navy.mil, and Honorable Mention goes to Commander, Strategic Air Wing 1, Tinker AFB, Okla., www.tacamo.navy.mil.

The winners for the squadron category are as follows: First place goes to Helicopter Anti-submarine Squadron (HSL) 7, the "Dusty Dogs" at www.navy.mil/homepages/dustydogs. With LT R. Garate and Aviation Warfare 1st Class P. White as the sites webmasters. Even though they just left for a six-month deployment aboard USS *Enterprise* (CVN 65), they still have a good, useful site.

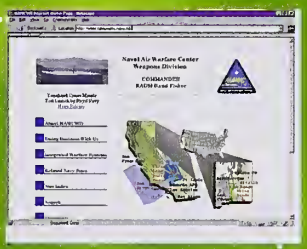
The 2nd place winner is Helicopter Anti-submarine Squadron (HSL) 11, at NAS Jacksonville, Fla. www.navy.mil/homepages/hs11 assigned to Carrier Air Wing 1 on board USS *John F. Kennedy* (CV 66).

Honorable Mention goes to Patrol Squadron (VP) 30 "The Pro's Nest" at www.cnet.navy.mil/vp30home.htm.

If you didn't get your site listed, e-mail me and I'll check it out and see if it can be rated next time.



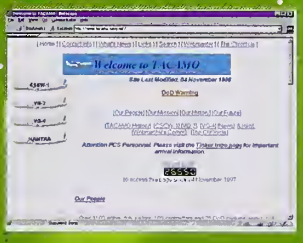
www.arc.nasa.gov



www.nawcwpns.navy.mil



www.ksc.nasa.gov/ksc.html



www.tacamo.navy.mil

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet, to showcase the American Sailor in ACTION.



WAR PAINT

Missile icons painted onto the side of an EA-6B *Prowler* symbolize the number of bombing runs made from the flight deck of USS *Enterprise* (CVN 65) in support of Operation *Desert Fox*.
Photo by PHAN Jacob L. Hollinsgworth





BIRD'S EYE VIEW

Sailors gather around Chief of Naval Operations ADM Jay L. Johnson as he addresses the crew of USS *Enterprise* (CVN 65) in the northern Arabian Gulf.
Photo by PH2 Michael W. Pendergrass



STRIKE CENTRAL

Air traffic controllers working in the Carrier Air Traffic Control Center (CATCC) on board USS *Enterprise* (CVN 65) assist in guiding strike aircraft in and out of Iraq.
Photo by PH2 Michael W. Pendergrass

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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SPEED RACERS

Vintage race cars drive down the flight line at Naval Air Station North Island for the 1998 Chrysler Classic Speed Festival. This year's event was hosted by the Chrysler Corporation and Culligan Water in support of the 1998 Holiday Bowl in San Diego.
Photo by PH2 Ted Banks



CRANK IT UP

AO3 Stanley Gibson from Richmond, Va., cranks live ammunition into the gun of an F/A -18C *Hornet* on board USS *Dwight D. Eisenhower* (CVN 69).
Photo by PH2 Shawn Eklund





AIR MAN

Marine Corps Cpl. John D. Goekler from Redding, Calif., hauls a compressed-air hose toward a *Harrier* jet on board USS *Belleau Wood* (LHA 3). Goekler is assigned to the 31st Marine Expeditionary Unit's Marine Attack Squadron (VMA) 311.
Photo by Staff Sgt. Eric C. Tausch





LITTLE GREEN MEN

A flight deck crew member aboard USS *Enterprise* (CVN 65) checks the weight setting of the aircraft as they prepare to launch.
Photo by PH3 Timothy S. Smith

Shipmates



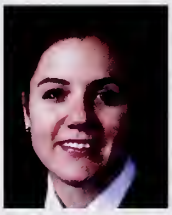
Virginia E. Bible
was selected as FY98 Civilian of the Year for Navy Recruiting District, Minneapolis. Bible earned this honor for the second straight year while serving as the budget analyst in the logistics support office. Additionally, Bible volunteers her time in support of the command's Morale, Welfare and Recreation programs.



Aviation Structural Mechanic 2nd Class **Manual S. Aranda**
was selected Training Air Wing 5 Helicopter Training Squadron (HT) 18 Senior Sailor of the Quarter (3rd quarter, 1998).



Air Traffic Controller 1st Class (AW) **James K. Moses**
from Athens, Tenn., was selected Military Air Traffic Control Specialist of the Year for 1998. Moses was also selected USS *Enterprise*'s (CVN 65) Senior Sailor of the Quarter (2nd quarter 1998). Under his direction, *Enterprise*'s 34 air traffic controllers logged 8,800 flight hours and 8,330 arrested landings during pre-deployment work ups.



Intelligence Specialist 3rd Class **Penny L. Harris**
was selected to attend Officer Candidate School (OCS) in Pensacola, Fla. A staff member at Commander, 7th Fleet, the Ayden, N.C., native has served aboard the 7th Fleet's flagship, USS *Blue Ridge* (LCC 19), which is forward deployed to Yokosuka, Japan, since she enlisted in the Navy in January 1997.

On assignment



U.S. Navy photo

"The most rewarding experiences for me as a Navy journalist are those occasions when I stumble on small, virtually unknown units," said JO1 Rodney Furry, who wrote this month's "Who's Gonna Jump First?" on page 30. "They're out there, tucked away in far corners, performing unique jobs that affect the entire fleet. In the case of the test parachutists, it's clear how important that job is. Whether they're simply humble Sailors dedicated to their specialized craft or secretly coveting their exciting jobs, I'm not sure. But what's certain to me is the Navy's test parachutists have one of the coolest jobs in the Navy, except maybe mine."

Did you know?

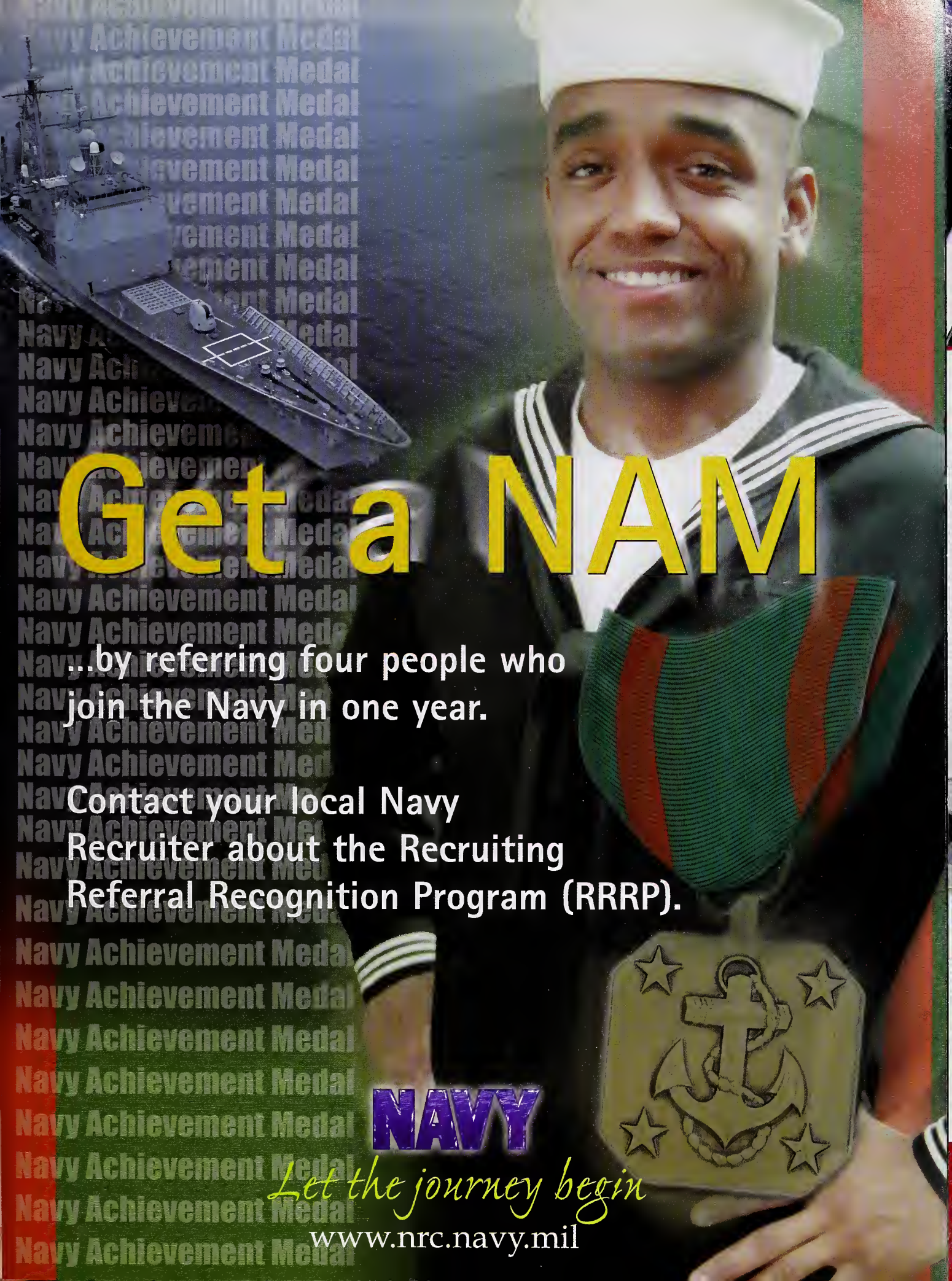
Naval Aviation began May 8, 1911, with the purchase of two hydroplane versions of the Curtiss *Pusher* aircraft to be designated A-I and named *Triad* for its ability to fly and operate from either land or water.

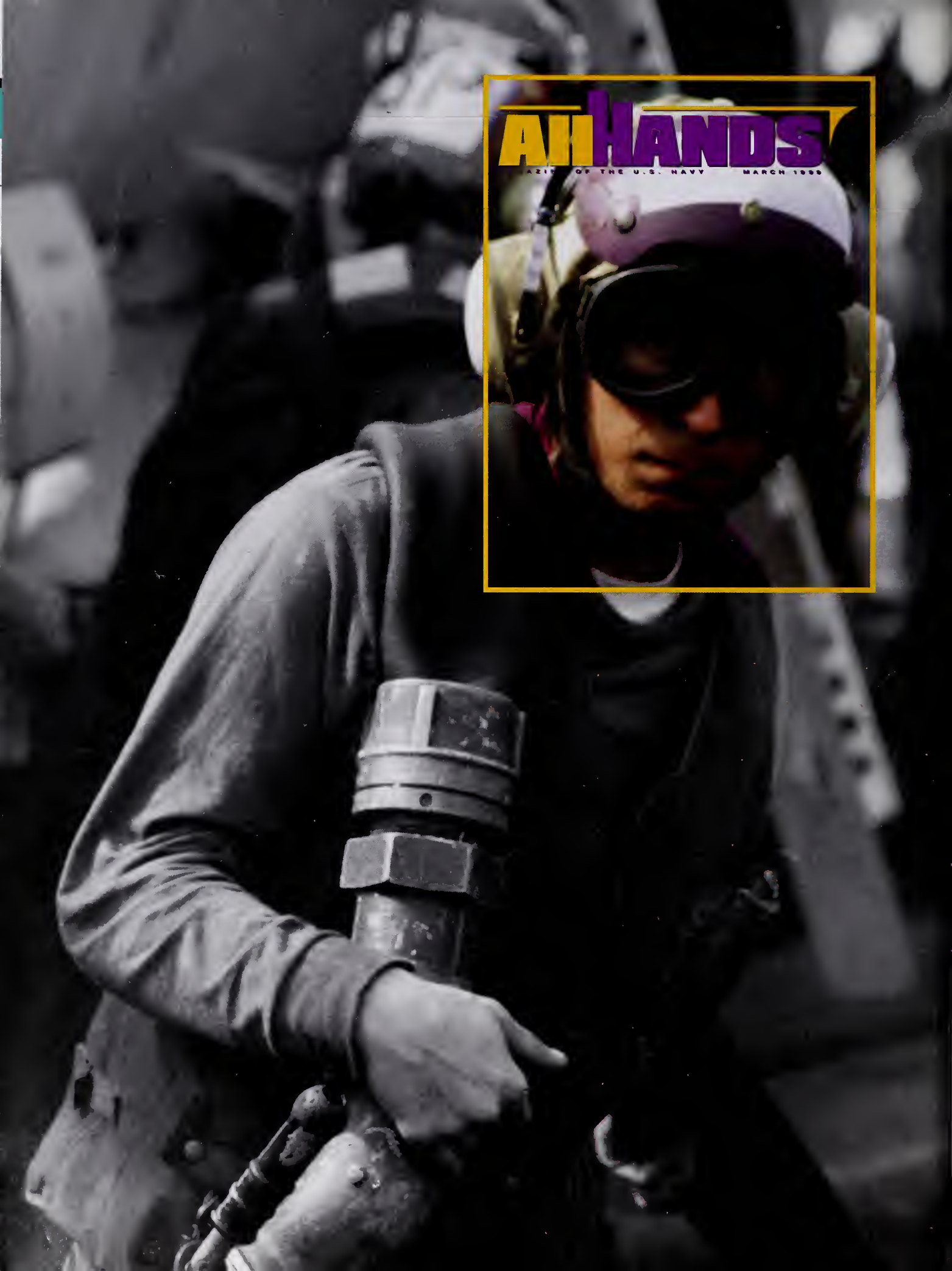
The First Flight in a turbojet aircraft in the United States was made at Muroc, Calif., Oct. 1, 1942, by Robert M. Stanley, chief test pilot of the Bell Aircraft Corporation. The first jet flight by a naval aviator was made in the same plane at the same location April 21, 1943, by CAPT Frederick M. Trapnell of flight test division, Naval Air Station Anacostia, Washington, D.C. In each instance, the plane was a Bell XP-59A powered by two General Electric 1A turbojet engines. It was the first jet aircraft built in the United States and a prototype of the first jet aircraft acquired by the United States Navy.

The First Launch of an aircraft off a Navy ship was in November 1910 from a temporary wooden deck built on USS *Birmingham* (CL 2) off the coast of Hampton Roads, Va. It was flown by Eugene Ely.

LT Theodore G. Ellyson's launch in a hydroplane, was the first successful launch of a plane from a catapult in November 1912.

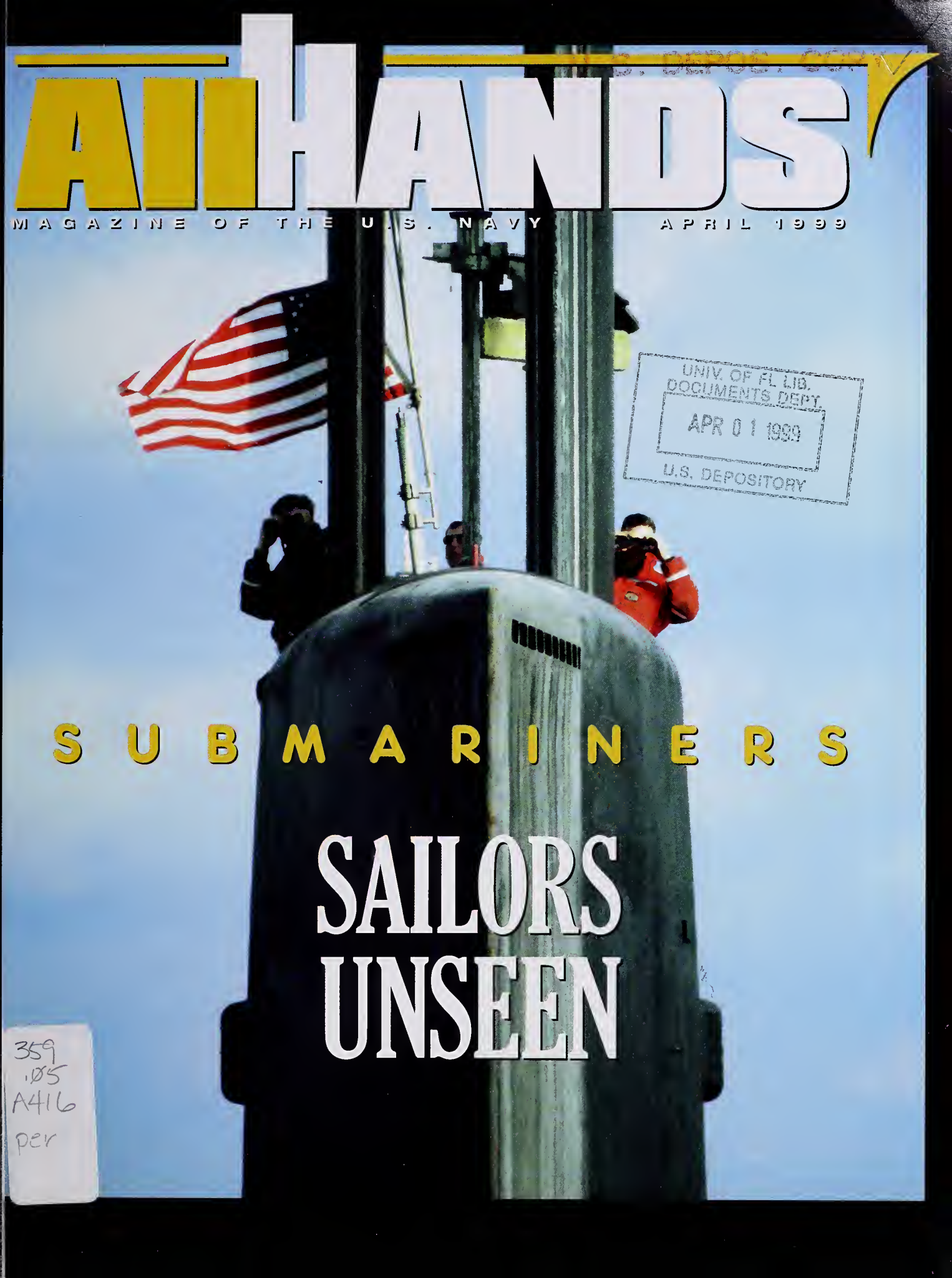
Candidates for the first manned space program could be no taller than 5 feet 11 inches, in part because the original flight capsule was only 6 feet 10 inches high. Of the 69 men from the Armed Forces who reported to Washington for consideration in February 1959, six were found to have grown too tall.


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Number 984

Features

12 Haze Gray and Changing Ways
Newly appointed Secretary of the Navy Richard Danzig speaks out about his commitment to improve your Navy.



Photo by JO2 Jeremy Allen

12

16 Polar Pioneers
In the late 19th century, there were only a handful of unexplored frontiers left on Earth. But on April 6, 1909 – after CDR Robert E. Peary trekked across the vast expanse of ice and planted the American flag on our planet's northernmost point – there was one fewer. Fifty years later another group of explorers would reach the pole – this time from under the ice.

18 Water Level Rising
A pipe has ruptured and cold water is filling the submarine's engine room faster than a fire hose could fill a plastic kiddy pool. The wet trainer at Naval Submarine



Photo by JO1 Robert Benson

18

School, Groton, Conn. – like everything else that is taught there – may be simulated, but that doesn't make it any less real. Welcome to what Sailors call "SUBSCOL" – the cradle of the submarine community.

24 Under the Water, Under the Spell
Come aboard this underwater behemoth, a modern U.S. Navy ballistic missile submarine, and see how Sailors live a unique life under the waves.

All Hands

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The Honorable Richard Danzig

Chief of Naval Operations
ADM Jay L. Johnson

Chief of Information
RADM Thomas Jurkowsky

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This month we highlight the sub community. Look to pick up another special issue in April 2000 when we celebrate the Submarine Navy's 100 years of service.

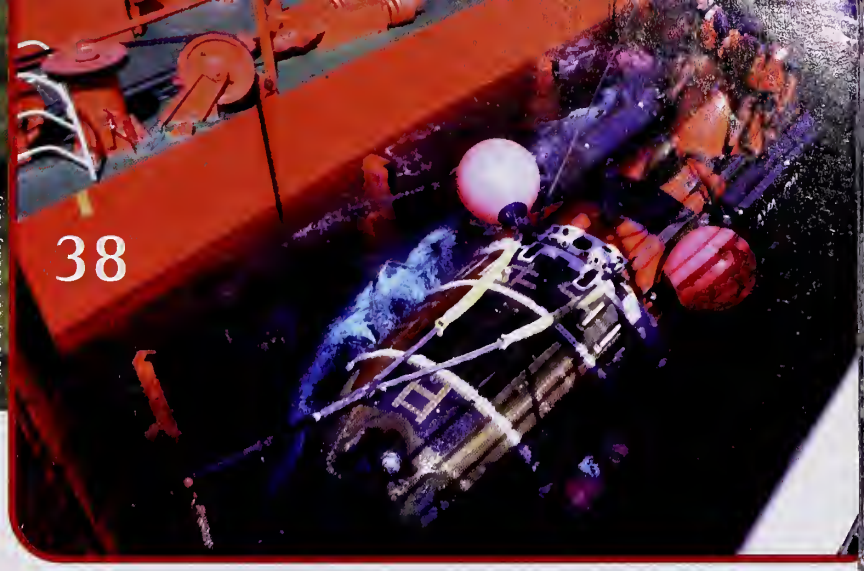


Photo by JO1 Rodney Furry

30 COB: Chief of the Boat
Don't call him sir, don't call him senior chief, and don't call him mister; this submariner who oversees the welfare of the crew occupies a special place on board the boat. He's known simply as "COB," don't forget it.

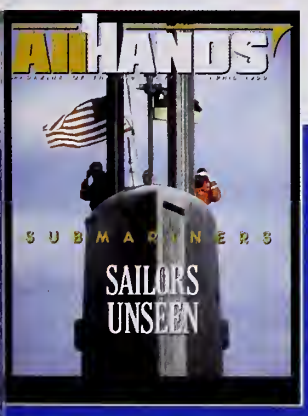
34 The Fixer
For every sub in need, there's a surface unit not far away. They're called submarine tenders and their mission is to support the silent service.

36 Ice Breaker
A team of Navy and civilian research scientists get underway aboard USS *Hawkbill* (SSN 666) for the fourth of five Arctic science expeditions (SCICEX) designed to collect information about the polar ice caps.

38 'Deep Blue' Angels
Though few in number, deep submergence rescue vehicles (DSRVs) provide a much-appreciated insurance policy for submariners all over the world.



U.S. Navy Photo



On the Cover
Sailors of USS *Louisiana* (SSBN 743) scan the horizon while surfaced 11 miles off the coast of Florida.

Photo by JO1 Robert Benson



On the Back Cover
Sailors man their posts in the ship control station during a security drill on board USS *Pennsylvania* (SSBN 735).

Photo by Larry Smith

Departments

6	Letters
7	Around the Fleet
42	CyberSailor
44	Eye on the Fleet
48	Shipmates

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html





A crew member on board USS *Scranton* (SSN 756) stands by for an at-sea mail delivery from an SH-60 *Seahawk* assigned to Helicopter Anti-Submarine Squadron (HS) 5.

Photo by PH2 Jim Vidrine

In your Face





STS1(SS) Scott Pitre (left) and SK3 Gregory Hurst scan the horizon aboard USS *Louisiana* (SSBN 743). The Navy's newest *Ohio*-class submarine got a real stress test from Mother Nature when eight-foot waves pounded her hull during pre-deployment sea trials. *Louisiana* is the final ship of the class to be commissioned.

Photo by JO1 Robert Benson

Letters

Backwards

Great info in this month's issue, however, I would like to call your attention to Page 35, the symbol for "INTELLIGENCE TECHNICIAN" has been transposed. It should look just like the symbol for "INTELLIGENCE SPECIALIST" varying only in color, enlisted emblem is silver, the WARRANT OFFICER insignia is gold. The magnifying glass should point to the right (while looking at the insignia) and the quill to the left.

ISCS(SW/AW) Gary L. Bernhard
Office of Naval Intelligence
Washington, D.C.

RDC

While perusing the January edition of *All Hands* I noticed an error in the Warfare Pins and Badges section on Page 41. The badge on the third row far right is labeled as "Recruit Company Commander" and indeed shows the old "Recruit Company Commander" badge.

I have been the RDC "C" School Division Officer since November 1996 and am informing you of a change. Recruit Company Commanders were redesignated "Recruit Division Commanders" or RDCs in early 1996 as part of an effort to incorporate fleet language, i.e., division vice company, into Boot Camp. Both the title and badge were changed to reflect this. There are no more Company Commanders.

LT Jeff Caulk
Recruit Training Command
Great Lakes, Ill.

Merchant Sailors

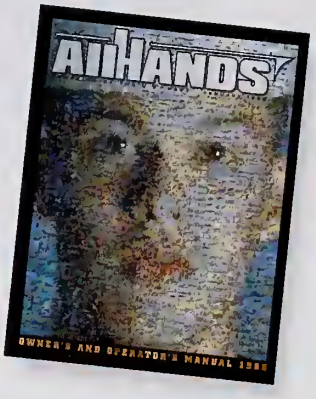
I am a lieutenant junior grade in the Naval Reserve, and a captain in the U.S. Merchant Marine.

[In] the January 1999 edition, you have warfare pins displayed from various communities. The very last warfare pin displayed on Page 40 is labeled correctly. It is a Naval Reserve pin as labeled, but it gives the impression that this pin would cover the entire Naval Reserve. As a Merchant Marine who is proud to have earned and wear this, it should be specifically displayed as a "Merchant Marine, Naval Reserve" device.

LTJG Roger G. Loving
Acadia AD-42,
Det. 13,
Bossier City, La.

Simply Professional

The January 1999 issue is superb! As an NROTC instructor at Duke University, I use the January issue each



year as one of the texts for the Naval Orientation course that all MIDN 4/C take. The photographs are terrific, but even better are the lists of ships, subs, squadrons and weapons along with a concise description. Everything you have included says "professional" simply by its layout and editing. The Navy might want to consider sending a copy of this issue to potential recruits! Keep up the great work!

LT Bill White,
OIC, Duke NROTC

Navy Pride

My name is HM1(SW) Robert A. Hicke and I'm stationed aboard USS *Mount Whitney* (LCC 20). For the record, it is now 1:18 a.m., and I just had to get out of my rack to write to you. I'm writing to share my sincere admiration for a group of people I happened to meet this past week.

During the past four years, it has been my great honor to be in charge of our command's Third Class Petty Officer Indoctrination Course. I have helped more than 80 SN, EN and AN put on their first 'crow.' One of my normal assignments on the first day of class is to charge the new selectees to write – in at least one paragraph – why they want to be a petty officer. I always read every paper because it helps me get to know each person a little better.

I begin to read, crumbling each one and tossing it into the waste can next to my desk as I finish. You would not believe the light they brought into my evening. With each paper came a new laugh, a little sadness or a glimpse of my past. My new petty officers were searching for a better life for their families, more trust from their superiors, more demanding jobs, more respect – in short everything I have worked for.

After about six or seven I began to reach into the trash to dig them out and straighten out the wrinkles. I began wondering to myself how many of us literally look at something, and instead of taking it to heart and reflecting on it, just crumple it and toss it aside. It would be a shame to waste any of the enthusiasm for the Navy these new petty officer's bring with them and it is our duty as senior leaders to not crumble it, but to nurture it and help it grow.

The new third classes of today will be the first classes and chiefs of tomorrow and it is up to us to make sure our Navy is the finest it can be for our future. It's 1:47 a.m. now, and when duty calls again today, reveille will sound at 6 a.m. I am only glad I stopped to read those short papers because I once again realized what makes it all worthwhile.

HM1(SW) Robert Hicke
USS *Mount Whitney* (LCC 20)

Tell us something we don't know.

Send your comments to:
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Y2K Won't Stop Your Pay

The Year 2000 computer problem won't affect DOD's ability to pay service members, and troops don't need to do anything special to protect their personnel or medical records, Deputy Defense Secretary John J. Hamre said recently.

The Year 2000 problem, nicknamed "Y2K" and the "millennium bug," refers to the computer industry's past practice of using the last two digits of years rather than all four – 1999 would be written "99." Old hardware and software are widely used and no one really knows what they'll do on Jan. 1, 2000 – they might treat "00" as "1900."

Hamre said all DOD pay systems are already Y2K-compliant, and DOD will continue to test the systems this month to ensure they work.

"It's more complicated than just, 'Will our computers properly calculate pay?'" Hamre said. "We have to get electrons over to the Treasury Department. The Treasury Department has to pass on those electrons to the banks. The banks have to spread it out all over."

Hamre said DOD is working with all concerned to make sure pay will continue to flow. He also said personnel and medical computer systems are also Y2K-compliant.

Hamre concluded that DOD will be able to defend the United States and its vital interests in 2000, despite the millennium bug. He stood by his characterization from last October that DOD's Y2K problem will be more of a "nuisance" than a crisis.

Story by Jim Garamone, American Forces Press Service.

Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
275	16	29	59

Y2K and You

Q: I heard lots of conflicting advice on how I should handle my personal finances to be well prepared for Jan. 1, 2000. What should I do?

A: The best advice is don't do anything rash with your finances. Most banks are in good shape, since things like loan calculations and the like have required Year 2000 compliancy for years. So keep your money in the bank and don't cash in your investments. Beware of the scam artists who prey on fears. Their interest is in getting your money, not your well being.

If an offer sounds too good to be true, or like it is designed to scare you into doing something rash, it probably is. That's what you want to keep in mind, you don't want to be ripped off by scam artists making wild, unsubstantiated claims about how best to second guess the turn of the century. As with any sound financial plan, you should have good paper records of your accounts and bank statements. Having these allows you to quickly resolve any administrative errors that might occur at any time, not just in the event of a Y2K-caused administrative error. If you have specific questions concerning your investments and accounts, contact your financial institutions directly and ask them about their Y2K compliancy.

Q: How can I find out if my home PC is ready for the change from 1999 to 2000?

A: The first step in the process is to find out if your computer is compliant. Go to the manufacturer's World Wide Web site. On these sites, you will most likely find a Year 2000 compliance section or chart. There you will either be told that your system is compliant or be given instructions on what to do to make it so. If you have an older system, or the manufacturer is out of business, the solution may be a hardware upgrade. If a website is not available, then you will need to contact the manufacturer directly. You can also link to numerous Y2K sites to get more information on tools and remediation procedures. Be aware that many manufacturers and Y2K sites are also offering freeware to help resolve Y2K difficulties, so check out all your options BEFORE you are tempted to purchase Y2K remediation tools.

Q: Will Y2K affect the commissary?

A: According to Defense Commissary Agency (DeCA) Director Richard E. Beale Jr., Y2K compliance has become a top priority. DeCA is working hard to ensure that all computer, computer chips and "noncomputer" systems with embedded microprocessors are fully Y2K compliant. John McGowan, DeCA executive director for operations, said, "Our agency sinks or swims on how well we serve our commissary shoppers. We cannot subject them to major inconveniences associated with Y2K. I am confident that DeCA is doing everything within its power to minimize the impact of the Year 2000 on our customers."

Do you have a Y2K question you would like us to answer? Just go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

***All Hands*, Naval Media Center**
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

Donning Dolphins

After six weeks of classroom training, submarine school graduates will cross the brow of their first command — a 560-foot, 18,700-ton *Trident* submarine built for keeping the peace.

One of the challenges they face is getting submarine qualified by demonstrating their knowledge of the submarine, watch stations and workstations. A set of seven interactive CD-ROM disks, called the Interactive Courseware Training System (ICWTS), help overcome that obstacle.

"ICWTS provides basic qualification knowledge for Sailors entering the *Trident* submarine fleet," said Fire Control Technician 1st Class (SS) Jay Griffin, an instructor at the *Trident* Training Facility's Learning Resource Center, Submarine Base Bangor.

Using interactive text, sound and graphics, the ICWTS software tests a submariner's knowledge of various submarine systems. After going through the entire program, students must pass a final exam with a minimum score of 70 percent. Students who don't pass the final must do the program over again.

Submariners have one year to earn their submarine warfare pin (or "dolphins") after reporting to a boat. Sailors must know the submarine, their workstation and watchstations, which requires demonstrating proficiency and obtaining signatures on their ship's qualification cards.

Griffin said ICWTS is much more efficient than books. "There are lots of visual references, so it cuts down on publication use. After seeing the shipboard system on ICWTS, they can go to the supervisor of that system and physically look at it, get an explanation and get their signature."

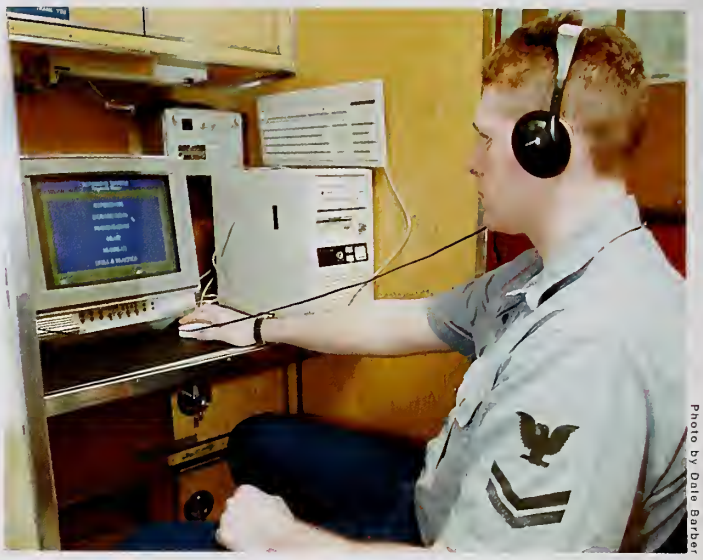


Photo by Dale Barber

USS *Alabama* (SSBN 731) Sailor ET2 Ben Nadolny uses the ship's study room to work on the ICWTS program. Sailors use the program to help them get submarine warfare qualified.

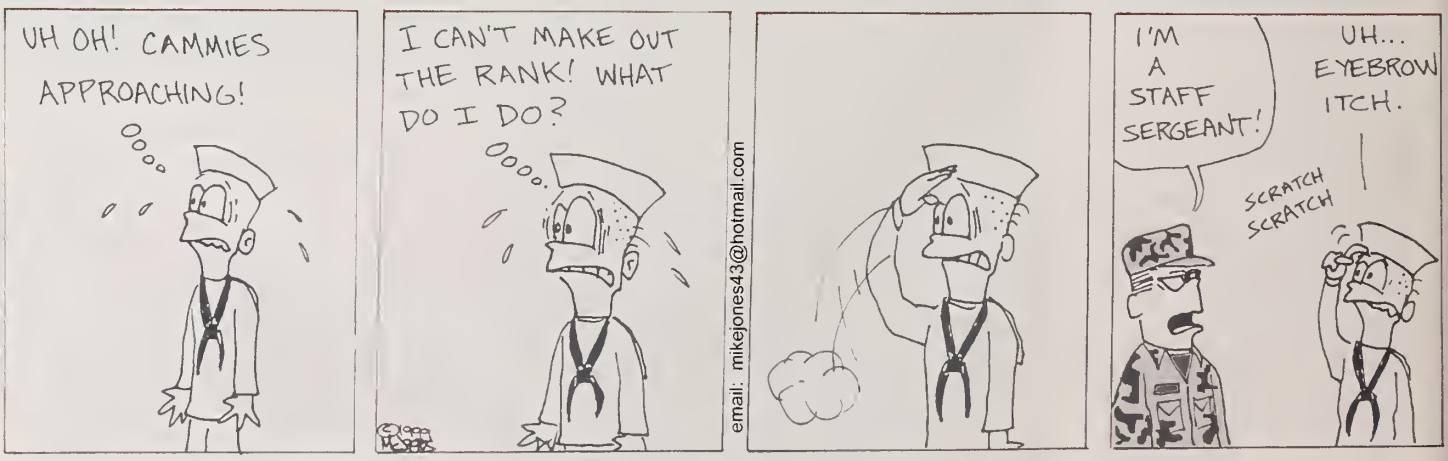
Another advantage for the newly-reported junior personnel is time. "In their environment, it's hard for the guys to get out of their work spaces and get signatures," said Griffin. "It took two patrols for them to get qualified. Now many of the Sailors get qualified by the middle of their first patrol."

The Learning Resource Center isn't the only place Sailors can use ICWTS. It's also available on all of Bangor's eight *Trident* submarines, and in the Off Crew Administration Building. The program is also being utilized at King's Bay, Ga., and on fast attack submarines.

Story by JO3 Anthony Silas, Submarine Group 9 public affairs office.

Ricky's Tour

By JO3 Mike C. Jones



First Two Navy Submarines Become Y2K Compliant

USS *Olympia* (SSN 717) and USS *Santa Fe* (SSN 763) demonstrated Year 2000 (Y2K) compliance during recent pierside verification testing. These are the first two U.S. submarines to be fully tested for Y2K compliance.

Seven more submarines (four fast attacks SSNs and three *Trident* ballistic missile SSBNs) are scheduled for similar pierside Y2K testing. The complete systems testing will help ensure Y2K compliance for all U.S. Navy submarines.

The Submarine Directorate (SEA 92) at Naval Sea Systems Command teamed with Naval Undersea Warfare Center (NUWC) Division Newport, the Fleet Technical Support Center Pacific (FTCSPAC) and submarine crew members to coordinate and conduct the testing. Y2K vulnerable systems were tested in a full operational configuration during a simulated at-sea Y2K environment.

All shipboard clocks were advanced to five critical dates ranging from Sept. 9, 1999, through Oct. 10, 2000. Tests were conducted at one hour before and one hour after midnight on each date to ensure proper operations throughout the midnight rollover. Shipboard exercises were conducted in accordance with an extensive and approved test plan.

Of the 26 systems tested, only one system (which detects electronic emissions from other ships) experienced a minor Y2K-related problem. A temporary procedure that will permit the operation of this system during the rollover was successfully demonstrated. A more permanent solution is being developed.

Story by CDR Dave Veatch, director for Submarine Combat Systems Engineering, Team Submarine (SEA 92C) public affairs office.

SECNAV Inaugurates LIFELines Quality-of-Life Support Service

Secretary of the Navy Richard Danzig and Assistant Secretary of the Navy for Manpower and Reserve Affairs Carolyn Becraft recently inaugurated LIFELines, a new joint military services partnership for quality-of-life support services delivery system being developed for DOD personnel and other qualified beneficiaries; but most of the information and programs on the new system will be available to the general public as well. LIFELines leverages the power of partnerships and four telecommunication technologies – the Internet, teleconferencing, satellite broadcasting and cable television.

LIFELines provides quality-of-life information, support services and access around the clock and around the world via two major information channels: the LIFELines Internet Component (called the "QOL Mall") and the LIFELines Broadcast Component (called the "QOL Broadcast Network").

Those interested in more detail should call CAPT Tracy Connors (connors.tracy@hq. navy.mil) at DSN 288-4069 or (202) 433-4069 or Dick Thompson at DSN 288-4067 or (202) 433-4067.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

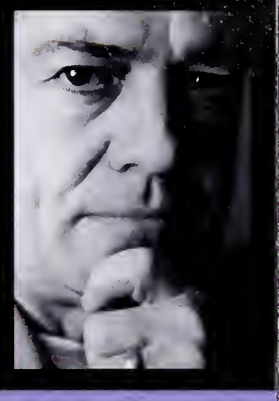


Photo by JO1 Robert Benson

RP2 Newton, Marine Forces Pacific, Kaneohe Bay

How will dual military couples be considered for co-location under the JASS system?

For co-location assignments, dual military couples do not utilize the JASS system. As in the past, both service members must submit a 1306/7 in accordance with the Enlisted Transfer Manual to request co-location assignments.

Personnel Support Activity Detachment, Naval Station Pearl Harbor

Do you feel that making the warfare pin a requirement for advancement will make the pin itself insignificant?

I often hear this question, and my answer is a definite "No." The air warfare and surface warfare programs had become what I call "me programs" — "look at me, I put out this extra effort to qualify." What this recent shift in the warfare qualification program means is that we have put in place the tools to build stronger esprit de corps within those war fighting communities.

We wanted to capture what the submariners had found a long time ago in regard to the earning of their 'dolphins.' We wanted to develop the warrior ethos, and warrior ethos says to me as a former engineer, that I am every bit as much a warrior as the Marine who is on the ground. I may be in the propulsion spaces of a submarine or a ship, but I am still a warrior. I am a warrior even if I am baking bread in the galley or a gunner's mate firing a 20mm machine gun. It is not just the officer community that comprises the warriors of the Navy.

Every person, on board every platform, must think of himself or herself as a warrior. That is the challenge that we have to take on. There is now a built-in expectation that if you are going to be career Sailor in one of these communities then you must be 'warfare' qualified if you are attached to a platform that has a warfare qualification program. The "me" part becomes operative only when you can pin your warfare device on your chest and say, "I am proud to be a part of this community with these special warfighting skills."

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet

CPOs Get Soft Shoulder Boards

Soft shoulder boards and metal devices have been approved for wear on chief petty officer (CPO) uniforms by the Chief of Naval Operations.

The CPO shoulder boards will be available in June. Effective immediately, CPOs may optionally wear garrison cap devices (approximate size: 1-1/4 inch) on blue windbreakers, khaki windbreakers, black dress jackets and all-weather coats until Oct. 1, 2000, at which time devices will become mandatory for CPOs. The insignia is not authorized for wear on reefers and overcoats.

Correct wear of devices on outer garments: place garrison cap device on each epaulet centered from side to side with the bottom edge of the device approximately 3/4 inch from the squared end of the epaulets.

Soft shoulder boards may be worn optionally on the service dress blue white shirt and black v-neck sweater until Oct. 1, 2000, at which time they become mandatory. CPO soft shoulder boards should be available in June at all Navy Uniform Shops or by calling Navy/Marine Corps Uniform Support Center (1-800-368-4088). During the transition period, if a male CPO wears the service dress blue white shirt with epaulets, soft shoulder boards are required.

Story by Navy Office of Information.

TORPEX '98

How well will our weapons work when it comes time to employ them? This is a question that haunts warfare commanders during peacetime, because it's central to the more basic question of whether we are ready to engage the enemy in the come-as-you-are, regional conflict environment of today.

This question is especially important for the submarine force while negotiating the sea-change from training for blue-water warfare against fast nuclear-powered Soviet submarines to littoral warfare against quiet and slow-moving diesel submarines.

The three-day East Sea Torpedo Exercise (ESTE) in the waters off the Republic of Korea,



Photo by JOCS Darrell Ames

successfully proved that the MK-48 Advanced Capability (ADCAP) torpedo works in the harsh environment and high-contact density of the Korean East Sea. The idea for the exercise came as Commander,

Museum Dedicated to Spirit of Submariners

By JO2 Brigette Barne



Photo by PH2 Alan Warner

MTSA Joshua Hardin, MTSA John Jacobs, YNSA Dave Sharlow, ETSA Jason Witte, SR Matthew Bertels and MM1(SS) Tim Martin study the display case "Submarines at War."

Being a submariner takes a special type of person. To be able to stay underwater and live and work that way for months at a time can be extremely challenging. And that's in today's Navy. Imagine what it was like for the first submariners. They ventured into the unknown depths and many didn't return. It's now possible to see what it was like.

The Historic Ship *Nautilus* (SSN 571) Submarine Force Museum, located at Naval Submarine Base New London, Groton, Conn., is the official repository for the records and history of the U.S. submarine force, from its beginnings at the turn of the century to the modern Navy. Inside this 14,000 square foot facility are working periscopes, an authentic submarine control room and extensive models depicting the development of the U.S. submarine force.

There are two mini-theaters featuring five-minute films on the history of the Submarine Force and USS *Nautilus*.

The Navy's first nuclear submarine, *Nautilus*, now decommissioned, is opened as a museum as well. Once on board, you are able to walk through selected spaces. The museum should take about one hour to visit and the *Nautilus* visit about 30 minutes.

The museum is open May 15 to October 31 Wednesday through Monday from 9 a.m. until 5 p.m. and Tuesdays from 1 p.m. to 5 p.m. During the winter months — November 1 to May 14, the museum is open Wednesday through Monday, from 9 a.m. to 4 p.m. and is closed on Tuesdays. During the peak tourist season, the line to see *Nautilus* closes at 3:30 p.m. People in line by 3:30 p.m. will be able to visit *Nautilus* before it closes at 5 p.m.

Admission to the museum is free. For more information about the museum, call (800) 343-0079. If your group is interested in scheduling a group visit, call (860) 694-3558.



Sailors aboard USS *Frank Cable* (AS 40) prepare a torpedo for the East Sea Torpedo Exercise.

Submarine Group 7 personnel were trying to obtain accurate on-site performance projections for ADCAP torpedoes in support of the Korean Peninsula Defense Plan. They started looking at the feasibility and value of conducting an open ocean torpedo exercise (TORPEX) in Korean waters.

The exercise depended on the weather conditions in that area, where the fleets of fishing boats operating out of Pohang and Pusan would be and locating the fishing nets and buoy lines that could also be a potential nuisance.

In addition to granting permission to conduct the test, South Korean Navy officials agreed to provide patrol craft to assist with keeping the area clear of fishing boats. Helicopters would assist with torpedo spotting. USS *Key West* (SSN 722), chosen to launch the torpedoes, departed Pearl Harbor with eight exercise weapons with the hope that, during the three days allotted for the test, conditions would be right for at least four to be fired.

Key West got underway from Chinhae, Republic of Korea, bound for a small area near the mouth of Pohang harbor. The attack submarine USS *Columbia* (SSN 771) followed to act as the target for the firings, preparing to operate in a tiny box (5 nm by 4 nm) at a depth of 50 to 100 fathoms. The submarine tender USS *Frank Cable* (AS 40), with divers from Explosive Ordnance Team 5 from Guam and torpedo recovery experts from Naval Undersea Warfare Center, Newport, R.I., would be the torpedo recovery platform.

The winds were calm the morning of the exercise and the Officer in Tactical Command, CAPT Tom Kyle, COMSUBPAC Submarine Group 7 ordered the first run to start. ESTE was underway. During the next three days, *Key West* fired her eight weapons, all of which were recovered safely and efficiently by the Sailors aboard *Frank Cable.*

Six of the shots were immediately declared hits by NUWC analysts on board *Key West* and *Columbia.* The last two, fired against new noisemakers to test their effectiveness in that environment, are still being evaluated. A combination of painstaking planning, superb performance of the participating units and a little luck with the weather contributed to the overall success of the exercise. The results prove that we have a weapon that works.

Story by JOCS Darrell D. Ames, Commander, Submarine Pacific public affairs office.

TIME CAPSULE

The theme of the September 1967 issue of *All Hands* was "The Silent Fleet." Several articles inside the 65-page magazine highlight the saga of the submarine service:

Origin of the Undersea Navy: Official history of the submarine service dates back to the commissioning of the Navy's first submarine USS *Holland* (SS 1). Unofficial history, however, dates back much further. Egyptian hieroglyphics, uncovered in the Nile Valley, illustrate how early duck hunters used to creep up on their prey from beneath the surface, breathing through hollow papyrus reeds.



Fish Out of Water: The lead photograph in this article depicts dungaree-clad Sailors loading a large Navy SubRoc (short for Submarine-Launched Rocket), the undersea fleet's newest half missile, half torpedo. At the time, SubRoc was the standard weapon for nuclear attack submarines.

Why They Wear Dolphins: "Few people who join the Navy elect to take on the rigors of living and working in the confines of a submarine. Space is limited, fresh water is scarce and the hours underway are long. But each year thousands of Sailors eagerly volunteer for submarine duty. They do it to become a member of the undersea club — an organization endowed with prestige and esprit de corps."

Sentinels of the Free Seas: The *Polaris* fleet ballistic missile (FBM) weapon system was first deployed aboard USS *George Washington* (SSBN 598) in 1960. Seven years later at the time this issue was published, 40 other nuclear powered submarines had been commissioned. The three classes of submarines deploying *Polaris* technology were USS *George Washington,* USS *Ethan Allen* (SSBN 608) and USS *Lafayette* (SSBN 616). The FBM system under development for future submarines, called *Poseidon,* boasts a bigger size and will carry twice the payload of the *Polaris* A-3.

HAZE

When you're the Secretary of the Navy and have a few hundred thousand people working for you, certain things take on greater importance, like a ringing mobile phone.

Who knows? It could be the President or the Secretary of Defense with high level information on global events.

So Richard Danzig answers the call as he does just about every morning from the back seat of his mobile office: an unmarked Lincoln Continental.

In the car he has his faxes and phones, his TV and modem, his point papers and briefs...the techno gadgetry that allows our Navy's "CEO" to accomplish his mission: helping Sailors and Marines.

You have to admit, anyone who rolls up his sleeves prior to beginning a job – especially if it's a desk job – is not going into it lightly. Study this 54 year-old man sitting at his desk – a prior Under Secretary of the Navy, a holder of two doctoral degrees and two bachelor's degrees, a former Oxford University Rhodes Scholar and published author; this man clearly brings the right tools to the job.

"I always put a deep premium on trying to keep our best people, ...You do it in some respects by talking with them, one-on-one."

As he sees it, one of his biggest problems is how to help Sailors and Marines, while at the same time communicating to them what he's doing. "Trying to bridge that gap, do things that are genuinely useful, and show people that things are improving is a big challenge of the job," he said.

Danzig's most pressing priority – his mission in life, so to speak – can be summed up in one sentence: He wants to improve the way Sailors and Marines fight, the environment in which they work and the way they live.

Call it his vow, creed or motto, but it's true. Shortly after taking the SECNAV job five months ago, Danzig openly declared himself an "activist" in fighting problems within the Navy.

He's been pursuing this from day one – from the moment he raised his right hand. Quite frankly, Secretary Danzig has been making waves in the Navy, and it has been these three issues that seem to propel him. The end result, if he's successful? To retain good quality people and make the Navy Department better.

"I always put a deep premium on trying to keep our best people," he explained. "You do it in some respects by talking with them, one-on-one.

"At the same time, you do it institutionally by creating the right environment," he continued. "I try to do this with my emphasis that we are not a zero-defect organization. You can make mistakes, overcome them and still rise."

Improving quality of life is one institutional function Danzig has pursued relentlessly: "One thing apparent to me even in my first few days as Secretary of the Navy was that Sailors and Marines are working too hard."

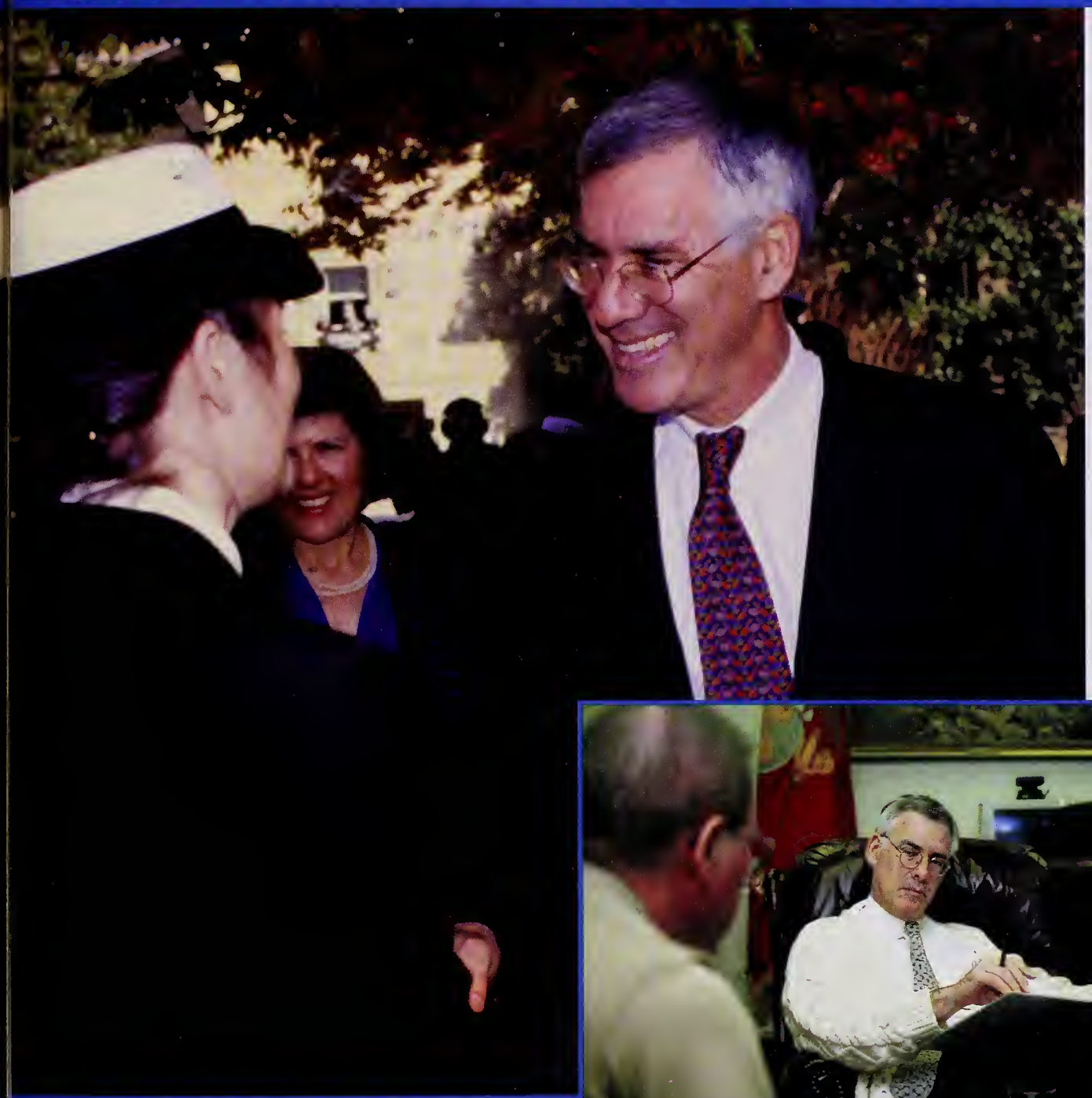
He is listening to Sailors' concerns and realizes that they need support. "We can, in a variety of ways, give them more support, better personnel systems and a better supply of equipment to let them do their jobs."

That's why he's pushing so hard to improve pay, working conditions and educational opportunities.

"I am pursuing pay incentives that were unveiled in the president's budget, and, for me, that's the big target at the moment. It really does three things. It provides a substantial pay raise, rolls back the Redux retirement program, and it changes the pay table, so some people will get pay raises as big as 9.9 percent next year."

Story and photos by JO2 Jeremy Allen

GRAY AND CHANGING WAYS



Secretary and Mrs. Richard Danzig chat with a Sailor following his swearing-in ceremony, Nov. 16. 1998.

Secretary Danzig discusses the LIFELines program with CAPT Tracy Connors.



Secretary Danzig labors daily to improve the lives and working conditions of Sailors and Marines. The painting over his head serves as a constant reminder of how vital that job is.

Along with getting Sailors and Marines more money, the Secretary has shown a propensity to ask some pretty tough, down-in-the-dirt questions. "Why do people graduate from boot camp and spend weeks waiting to go to 'A' school?" asked Danzig with frustration. "Why do people go to 'A' school and wind up being assigned to work that isn't related to their 'A' school specialization when they get out to the fleet?"

The answer, according to Danzig, is to "treat people as very valuable professionals. Don't waste their time or ask them to do their jobs without adequate equipment. That's what "Smart Work" is all about. I'm asking questions like that and I am pushing for those kind of changes."

With his new retention and recruitment initiatives, Danzig is very optimistic about making a difference. He said he thinks the results of these changes will show up in the flow of more – and more capable - recruits to the fleet this year.

With all eyes seemingly upon him, Danzig remains far more focused on making progress than a name for himself.

"Former Secretaries of the Navy have almost all been forgotten,

GETTING SOME ANSWERS

All Hands magazine had a chance to sit down with the Secretary of the Navy and ask som

Q: Why did you want to serve as SECNAV?

A: ***"Having worked as Undersecretary, I knew a fair amount about the issues and had a number of relationships with people who I felt would be very helpful to me and whom I could help. This made for a special opportunity. I think I can do some good."***

Q: Recently a special commission of former military personnel recommended to Congress that anyone enlisting for four years would also have four years of college paid for, plus a $400 a month stipend. How do you feel about this proposal and would you support it?

A: ***"I very much support ideas that would provide more educational benefits to Sailors and Marines. As to the particulars to this proposal, I haven't studied them yet. The real question is how would the costs be financed and from what kind of sources? I think as a general notion the idea is good, but can we pay for it?"***

Q: As access to the Internet increases, how do you see the Navy responding to this new technology to reduce workload and improve ordinary functions?

A: ***"The Internet opens up a lot of possibilities for us. For example, our Quality of Life virtual shopping mall in LIFELines is terrific. (Editor's Note: This can be found on the World Wide Web at www.lifelines4qol.org). It gives service members and their families direct Internet access to a lot of the offices in the Navy that provide information on housing, deployments, educational opportunities and benefits. Things like distance education and telemedicine open opportunities for us in shipboard training and improving the quality of life onboard ship. E-mail is probably the most important morale benefit in recent years. Those are all indicative of how the Internet improves our circumstances."***

Q: Anything on the horizon to minimize or combine workloads via the Internet?

A: ***"We are rethinking our school arrangements because of the possibilities of continuing learning while on the job. PACE and the possibility of connecting online now provides endless college education possibilities as well, and they're terrific."***

Q: What would you say to any Sailor who is offered what looks like a better "deal" in the civilian sector but can't decide on staying in or getting out?

A: ***"I'd say three things. First, the Navy is an exceptionally rewarding profession - more rewarding in terms of the meaningfulness of the work and the richness of the experience than virtually any civilian job. Second, there are relationships with your fellow workers in the Navy and Marine Corps that aren't going to be duplicated in the civilian world and are worth more than any amount of money. Third, the financial support and our support for the working environment is rapidly improving, and so long as I have anything to do with it, it will continue to improve, in the Navy and Marine Corps."***

as they should be," he said. "They're part of a larger organization. It just isn't that important what they did individually.

"What matters, I think, is whether we make this a better organization right here and now, better for the people within it and better able to serve America and her interests."

Danzig said he will no doubt be forgotten, too.

Given his track record thus far, however, that's pretty hard to imagine.

Ironically, the people featured in the painting on the wall behind Danzig's desk may have felt the same way – that they too would be forgotten.

The canvas depicts a Navy corpsman and a few Marines erecting a symbol that stood for freedom and courage: the American flag atop Mount Suribachi.

Spend a day with Secretary Danzig, and you get the feeling that that painting is there for a reason. He may truly believe he'll be forgotten, but there's no way he's going to let himself forget what's most important – the lives and efforts of Sailors and Marines.



There is always time in the Danzig family for some good food and fun. With Andrea working full time as a psychotherapist, they both cherish their time together and make the most of it.

Allen is a photojournalist assigned to All Hands.

nk questions. Here's what he had to say:

Q: Admittedly, there are some problems with TRICARE — especially waiting lines and appointments. Do you have plans to revise the system?

A: *"I think there are a number of problems with TRICARE, but a lot of them relate to the transition to the new TRICARE system. My sense is that, with time, these problems are likely to diminish. Time isn't some abstract thing, people are living through it right now, so I've placed the emphasis on coming to grips with improving the transition to TRICARE and making it as smooth as possible. I'm not out campaigning against TRICARE, I'm trying to improve it."*

Q: In a recent letter to Sailors and Marines, you expressed a desire to improve things like paint and water tight doors, and it seems that some people in the military are too comfortable with doing things the "old fashioned way." How are you going to address this?

A: *"I think people are responsive when a Secretary of the Navy says, 'I really care about this. This is a problem. This isn't a good way to do things.' We've put several hundred million dollars in the budget for what I call "Smart Work" initiatives. I think the bureaucracy will follow through. It's not as though people want things to be bad for Sailors, they simply undervalue the importance of these particular items."*

Q: How many ships would you like to see in the Navy's fleet and why?

A: *"As many as we can get. The reason for that is because the more ships we have, the more effectively the Navy can convey its presence around the world in ways that have a great advantage for America."*

Q: Some recent studies have indicated there is no pay gap with the civilian world. How significant is the gap and what is your first course of action in reducing it?

A: *"There are a lot of arguments about how to measure this relationship between military pay and civilian pay. Some measures show no pay gap, others show our enlisted people are paid more than their contemporaries in civilian life, and still others show that they're paid less.*

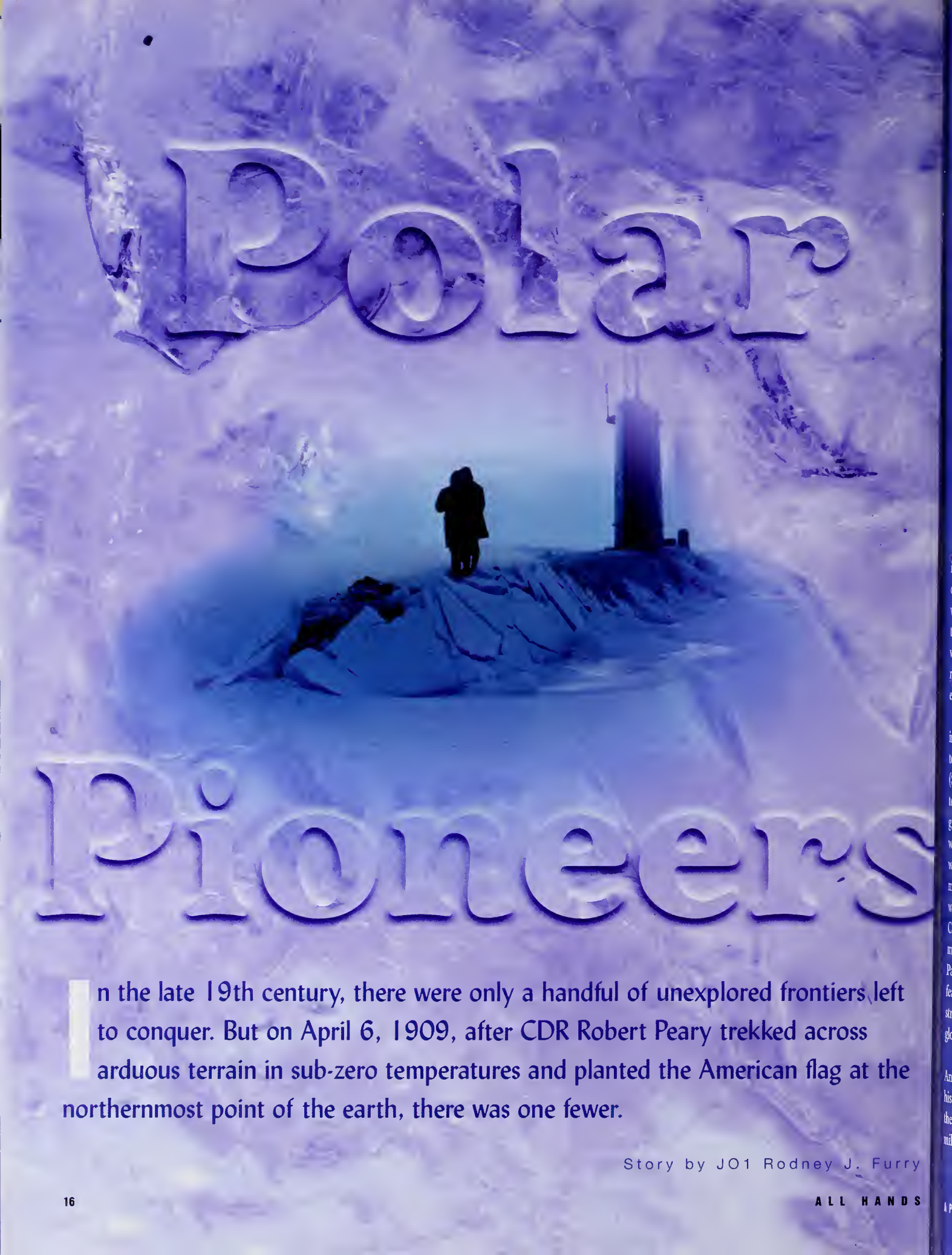
What I tend to care about is what military personnel are saying and doing. How are they living? They're entitled to live well. They're entitled to live in a circumstance where they're able to focus on their very demanding work. They are entitled to be rewarded for the risk they run.

I ask what they're doing. If they're leaving the service and we're having trouble recruiting, then obviously we're not paying enough. What am I doing about it? I mentioned the three things that I'm supporting: the pay raise, the roll-back of Redux and the change in the pay table. I am very hopeful that we will get these passed by Congress this year."

Q: Are there areas in which the Navy and Marine Corps team can or should be strengthened?

A: *"I'd like to increase the closeness and familiarity between Marines and Sailors, particularly at the higher levels. In the field the relationships are often very positive. We have potential for more synergy in Washington, D.C. in the way we manage our budgets and our policies and our organizations. I was a big proponent of bringing the Commandant of the Marine Corps into the Pentagon, so his office would be next to the CNO's. It's important to bring organizations closer together on the Marine Corps side and Navy side so they get more involved."*

Polar Pioneers



In the late 19th century, there were only a handful of unexplored frontiers left to conquer. But on April 6, 1909, after CDR Robert Peary trekked across arduous terrain in sub-zero temperatures and planted the American flag at the northernmost point of the earth, there was one fewer.

Story by JO1 Rodney J. Furry

With all points South spread out before him, Peary wrote in his journal:

> 90 N. Lat., North Pole,
> April 6, 1909
>
> I have today hoisted the national ensign of the United States of America at this place, which my observations indicate to be the North Polar axis of the earth, and have formally taken possession of the entire region, and adjacent, for and in the name of the President of the United States of America.
>
> I leave this record and United States flag in possession.
>
> Robert E. Peary
> United States Navy

He ripped out the page and sealed it in a glass jar, leaving it as proof of his discovery and as an affirmation to those who would follow. Little did he know that those who would come after would not walk over his tracks, but rather glide gracefully under them in enormous steel boats.

It was early evening, Aug. 3, 1958, and in a world turned upside down, the torpedo-shaped hulk of USS *Nautilus* (SSN 571) slipped quietly and secretly toward the pole amid the tension of a growing Cold War. Armed with the world's first nuclear-powered engines, she was the first submarine capable of making the long voyage under the ice cap without ever surfacing. *Nautilus*' Skipper, CAPT William Anderson, was on a mission to transit from the Atlantic to the Pacific Ocean via the Arctic Ocean – a feat which carried great political and strategic importance in the changing global climate of the late 1950s.

All hands paused and listened as Anderson prepared to guide his crew into history. He announced, "The distance to the Pole is now precisely four-tenths of a mile. As we approach, let us pause in silence dedicated with our thanks for the blessings that have been ours during this remarkable voyage – our prayers for lasting peace, and in solemn tribute to those who have proceeded us, whether in victory or in defeat."

There was a lingering silence as the boat slipped quietly to a spot under the ice that to the naked eye was as indiscriminate as any other, but to the world it would seem they'd discovered the North Pole all over again.

He continued, "Stand by. Ten . . . eight . . . six . . . four . . . three . . . two . . . one. Mark! August 3rd, 1958 . . . For the United States and the United States Navy, the North Pole."

Bringing the boat to a halt under the historic spot, Anderson gave the crew an opportunity to mark the moment, and celebrate their achievement.

"We took advantage of the opportunity to qualify a few of our newer submariners, and even reenlisted one of our guys so they could say they were the 'first,'" he said.

One ecstatic junior enlisted submariner proudly announced later that as the Skipper began his countdown, he crawled as far forward as he could in one of the boat's torpedo tubes making him the very first enlisted man to cross the North Pole. While they had made history, and proven that a shorter route between the East and West could be navigated, there was but one thing left undone by the crew of USS *Nautilus* – to surface.

As a cold and bitter wind whipped across the frozen wasteland, a small complement of the crew of nuclear submarine USS *Skate* (SSN 578) looked out across the darkening landscape of the North Pole. They stood bundled in heavy Arctic clothing while their breath froze in clumps around the edges of their parka hoods. It was March 17, 1959, and they were the first people to see the landscape that Peary had discovered 50 years earlier.

Skate's mission was to further the research they'd begun the summer before on their first voyage under the ice barely out of the wake of USS *Nautilus*. *Skate* had been blessed with a bounty of electronic equipment designed solely for the purpose of detecting polynyas, or small lakes that thaw in the ice cap during the summertime. This gave them the ability to seek out the polynyas, surface at various points and conduct scientific observations of the conditions of the ice and weather in the region.

"We were all pretty confident in each other," CDR James Calvert recounted. "The men and officers were relaxed and at ease with the equipment. Of course, we wouldn't have ever gone if we didn't know it would work properly," he said.

The importance of their mission, and that of *Nautilus* the year before, placed a historic responsibility on their shoulders. While they successfully gathered valuable scientific data in a scarcely charted region, they also proved the peaceful value of nuclear power in an increasingly unstable political world, and opened up the undersea frontier of the Arctic as a new sea lane.

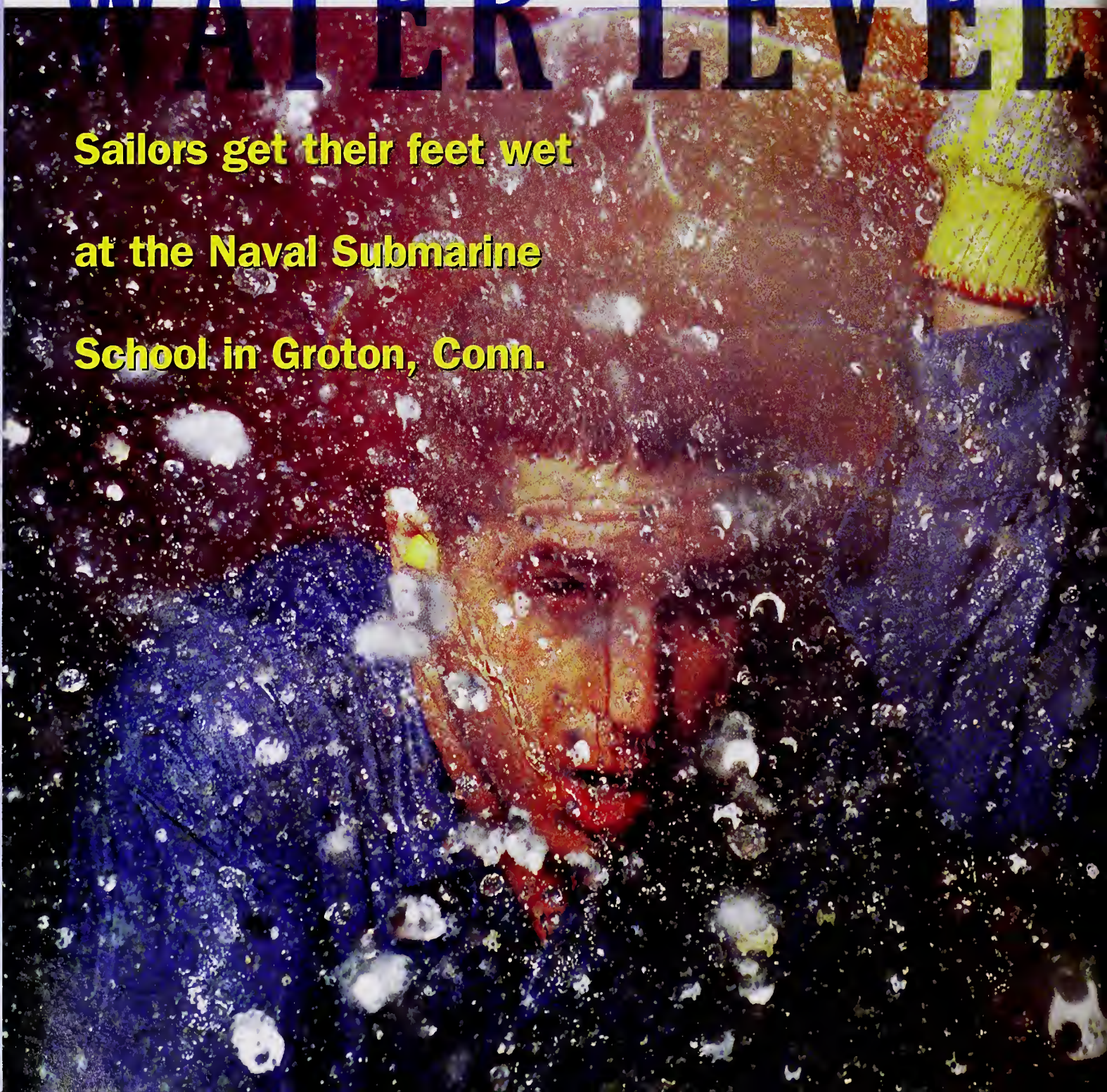
As Peary lay recovering from the amputation of several frostbitten toes following one of his failed attempts to reach the North Pole by sled, he found the energy to scrawl a few words in his journal. He wrote in Latin, "Invenium viam aut faciam" – "I shall find a way, or make one." These bold words seem to have set the tone for all of the Navy's northward intentions, and in a more chilling way convey the infectious tenacity that submariners have always possessed.

"Where there was no way, we've made one, and all who follow do so in our shadows."

Furry is a San Diego based photojournalist assigned to All Hands.

Story and photos by JO1 Robert Benson

WATER LEVEL



Sailors get their feet wet at the Naval Submarine School in Groton, Conn.

RISING



Twelve hundred gallons of water per minute spray from a ruptured pipe, and SA Joshua Adams (left) and SA Allen Smith are doing their best to contain to leak. The wet trainer at the Naval Enlisted Submarine School is a mock up of a submarine engine room and is used to train Sailors how to repair leaks during an emergency.

Look deep in their eyes – all 12 wringing wet, shivering young Sailors – and you'll see anxiety, frustration and maybe a little fear as the water level quickly rises from their ankles to their knees to their waists and higher. A pipe has been ruptured, and cold water is filling the small room faster than a fire hose could fill a plastic kiddy pool. If this was happening hundreds of feet below the surface, their lives would be on the line. Here, in the submarine wet trainer at Naval Submarine School, Groton, Conn., they can just shut it off. But that doesn't make it any less real. This submarine may be simulated, but it is sinking – and the only way out is to patch that pipe.

In contrast to the deafening noise created inside the room by yelling students, high water pressure and rupturing pipes, it's quiet and calm in the control room, where Machinist's Mate 1st Class (SS) Kenneth M. Shreve is overseeing the safety of the "disaster." "You're not supposed to do that," he whispers to no one in particular, watching a young 18-year-old submariner submerge himself to fix an underwater leak. On his signal a button is pushed, and two more pipes spring a leak. With the water level chest high for some inside, Shreve sounds a blaring horn inside the room, signaling that things aren't going right.



Deep inside the confines of a submarine torpedo tube, MM3 Daniel Donaldson, inspects the innards. Students at the Torpedoman "A" School learn all aspects of their rating prior to reporting to a submarine.



The flooding trainer is one of many pieces of equipment at the Groton submarine school that simulate submarine systems or provide computerized training in the operation of a boat.

There's other buildings – 15 of them – that hold other trainers like the *Seawolf* submarine control room, where Sailors can simulate diving, driving and otherwise controlling the boat, or the torpedo room and the missile launch control room, where in a general quarters emergency-like environment, Sailors learn how to take out the enemy. There's even a mock engine room that catches on fire, leaving Sailors to fend for themselves with a battery of fire killing equipment. All, of course, under the watchful eyes of safety observers and instructors.

"SUBSCOL," as the Sailors call it, is a prerequisite for any Sailor headed to a submarine. At this state-of-the-art school, submariners are exposed to a five-week initiation where they learn about submarine tactics, navigation, administration, communications, weapons, maintenance – just about everything they need to know before going to a sub. Most of the training is done through hands-on work in simulators, where students can make a mistake without putting 130 lives at risk.

In addition to teaching officers and enlisted submariners that basic knowledge, the school also provides functional refresher, advanced and team training to submarine and submarine support personnel to increase and maintain knowledge and proficiency in specific skills. The teaching staff of more than 500 also furnishes specific operationally oriented support to submarines to ensure maximum effectiveness of their sensor systems.

A final mission of the school is to perform other unique submarine-related training that may be required (Through continuous communications with the fleet, school officials can determine when a new course is needed. They recently started an obscure course on maintaining submarine hatches.) More than 230 courses are taught at the school, and every year, 44,000 Sailors graduate.

Sounds like info you might read in a welcome aboard package, right? Or the kind of facts and figures that make your eyes glaze over, right?

In fact, there's probably a picture in your mind of this school: Musty old Navy classrooms from the 40s, wooden desks, chalkboards, long lectures from crusty master chiefs, an occasional overhead transparency... . Is that what you're seeing? If so, you're vision is wrong – way wrong. This school bristles with cutting-edge technology – a billion dollars worth of it: laser disk computers, interactive multisensor analysis training programs, a 21/H-27 interactive courseware system, flat panels, touch-screens, joysticks, sophisticated plasma displays... .

Sounds like future technology, but it's all real, and it's all at the SUBSCOL. The school is so advanced that many courses don't even use paper: no notebooks, no printed tech manuals, no paper instruction guides - no paper of any kind. Just computers. And a bunch of wide-eyed, young Sailors.



Nervousness and excitement are two of the most common feelings students experience prior to going into the fire trainer to fight live fires.

"The students love the technology," admits Sonar Technician 2nd Class (SS) Michael Bethany who teaches using an interactive multi sensor analysis program, a sort of computer-generated teaching aid. "If a student doesn't understand something, we can go back in the computer, display what they don't understand on the big screen, and run through it again," said Bethany. "They don't have to visualize problems; we show it to them. Once they understand something they previously didn't, you can see a light bulb go on."

For a learning environment this modern and high tech, the word "school" almost sounds restrictive or dated. Should they call this Groton gem a school? Perhaps "institution" is a better word choice. No, too formal sounding. University? Although the place is accredited by the New England Association of Schools and Colleges, university sounds too civilian. How about lyceum? No. Too abstract.

Perhaps "SUBSCOL," the old Sailor standby, is best. The Sailors are, after all, the ones who run the place. All the courses are taught by Sailors – Sailors who have been through the school in the past, gained experience through numerous deployments, then have returned to the school to pass on that education to younger Sailors.

Indeed, today's SUBSCOL is a far cry from the more rustic operation that was in place when the school opened its doors for the first time in the summer of 1916. Back then, 24 officers began six months of studies in a single building on the lower part of the base to prepare themselves for submarines. By Christmas of the same year, the grads of the first submarine officers course were heading out for assignments after learning about submarines, torpedoes, engineering and electricity. Within a year, those officers, along with others who followed, were serving around the globe as the United States entered World War I.



Students at the SUBSCOL learn through hands-on experience, and under the watchful eye of Instructor ET2 (SS) Thomas Spicer.

Today, 83 years later, that center for submarine training excellence remains at Groton, the city which is to submarines, what Pensacola is to naval aviation.

Here's a look at some of the main training facilities the school boasts:

Seawolf Ship Control Operations Trainer (SCOT)

Even before the Navy delivered USS *Seawolf* to the fleet, SUBSCOL had the guts of one of them in its training center. There's half a dozen trainers devoted to *Seawolf*, many with multi-functional, flat-panel displays, touch screens and joysticks – words more commonly associated with a deep appreciation for computers. But the young 18-and 19-year-old Sailors – the generation that grew up with video games and lap top computers – have taken to the multi-million dollar *Seawolf* trainers with a passion.

"Our controller is a cross between the space shuttle and the Batmobile," said Electronics Technician 2nd Class John Havill, a *Seawolf* instructor. "The students love this thing and have really taken to it. They're very comfortable with the digital displays and the computer-assisted technology."

Havill said one thing that sets the *Seawolf* trainer apart from the older trainers is that it's all enclosed. "The lighting and ventilation can be controlled. We can turn off the fans and make it hot and sweaty. Or if you go to periscope depth, we can lower the lights, just like on a real submarine."

He also pointed out that a computer room containing 23 powerful hard drives generates the sub's reaction based on control room inputs from the students.

According to Havill, no other ship control operations trainer has been delivered prior to a class of submarine. They've always been built after the boat has gone into the services.

The SUBSCOL also has SCOT trainers for several other classes of submarines, including the *Los Angeles* class.

Combat Systems Training

The AN/BSY-1 Integrated Sonar and Weapons Control System is taught at the school. For combat systems, computers are at the heart of both operator and maintenance training, and figure prominently not only for novice submariners, but for the highly experienced senior petty officers as well. Basic operator training for the BSY-1 is carried out on 12 computer stations where video terminals display sonar stations, fire control stations and any type of equipment associated with the BSY-1.

"The student sees everything he will see on the boat," said STC(SS) Douglas Hovland, an instructor for the BSY-1 basic operator trainer. "Sonar techs who go through here will get everything from TMA (Target Motion Analysis) up to equipment refresher training."



In a simulated sonar room, students learn the basics of listening for things that move in the night - besides water.

Fire Trainer

A fire on board a submarine while operating deep below the surface is not a good thing. Because of the modern equipment and weaponry in nuclear submarines and the multitude of sources for fire, it's important that sub crews remain highly trained in all aspects of fire fighting. Thanks then, to "Street Hall," home of the fire-fighting trainer that teaches the newest submariner to the most senior man on board how to use all of the Navy's fire-fighting equipment. In a simulated engine room, instructors create an actual fire, and through numerous scenarios, show the students how to combat the flames of various types of fires.

"We have about 3,500 students who come to this fire trainer per year," said MMC(SS) John Perisie, an instructor and leading chief at the facility. "Teamwork and safety are the things we stress most. We teach the basic course to the brand new students. We also have the advanced course, which is for E-6 and above, where we go into advanced fire fighting with teams."

The trainer is even environmentally safe. The chemical foam that normally would be used against oil fires has been replaced with a soap that has all the same properties, but will do no environmental damage. A computer in the simulator senses when the right amount of the correct fire fighting material has been applied, and shuts off the fire.

"A real fire can get out of control within minutes on a sub," said Perisie. "The temperature and pressure would go up rapidly, especially on a sub.

"Every student has the opportunity to apply agent against an oil fire, a hull fire and an electrical fire," Perisie said. "By the time they get back to their ship, they've got hands-on experience in anything they might encounter."

Flooding chamber

Like fire, flooding can also present drastic problems for a submarine crew. The damage control trainer simulates the general arrangement of the forward end of the lower level engine room of an SSBN 650-class submarine. Everything is matched to an actual sub, from the color of the bulkheads, to the stenciling on the pipes. In the compartment, students learn first hand how to apply the damage control procedures they learn in the classroom. The trainer's 12 leaks present a variety of casualties ranging from damaged saltwater piping to lube oil leaks which can flood the trainer with more than 20,000 gallons at the rate of 1,200 gallons per minute.

Submarine Escape trainer

At Momsen Hall, named after VADM Charles Momsen, a pioneer in sub escape technology, the Submarine Escape Trainer teaches young submariners how to get

away safely if their ship is in trouble. The hall has two escape trunks which are identical to those in a *Sturgeon*-class submarine. The building also houses a $3.2 million hyperbaric chamber, used to treat people with diving-related injuries throughout the northeastern United States.

Students climb into the "escape hatches" from ladders below them, just as they would in a sub. Then they put on "Steinke hoods," which inflate for buoyancy and force their way through a small opening into a swimming pool. There, a life raft waits to haul them out of the water. Students quickly learn that no amount of book learning will help when they're getting into a boat that bobs and weaves in calm water.

"If you're going to be claustrophobic, it'll be identified in this trainer," said MM2(SW/DV) Kenneth Bibalo. "Our school is one of the first ones students go through. It's done that way so we can find early on who might have problems with claustrophobia."

Bibalo said on occasion they have students who panic in the small, water filled chamber, but he said, "it's not often that they can't finish the training."

In all of the trainers, safety is emphasized. Throughout the trainers are large signs reminding Sailors that they have the right to stop any exercise if they feel at risk, or if they are feeling ill. The trainers are also built to quickly eliminate conditions that might slow down a rescue; the fire simulator, for example, can be fully cleared of smoke in seconds via large ceiling fans.

"We spend a lot of money making a guy smart and they become very valuable," said Fire Technician 2nd Class (SS) Marlin Myrick. "The things they learn here are teamwork and self confidence. Whether fighting a fire or plugging a leak in a pipe, they learn that if they work together they can deal with it," said Bill Kenny, the school's public affairs officer. "Navy recruiting advertisements speak of 'Let The Journey Begin.' The goal of instructors at Submarine School is to provide talented Sailors with the tools and skills to be successful members of the 21st century's submarine force, so that the journey may begin."

But, when you check out the young Sailors at SUBSCOL driving a multi-million dollar *Seawolf*, or saving lives by putting out fires and floods, or learning wizardry in classrooms – looks like that journey has already begun.

Benson is a photojournalist assigned to All Hands

STS2 (SS) Michael Bethany (left) and STS1 (SS) Don Barnes, are two of the more than 500 instructors who make up the staff at SUBSCOL, Groton, Conn. The teaching staff trains an estimated 44,000 submariners per year.



The Cradle of the Submarine Community

Every town is famous for something. Milwaukee has its baseball. Honolulu has great beaches. Denver has the Super Bowl champions and Groton, for one thing, has its submarines. Its been that way in Groton for about 84 years, ever since the gunship *Ozark*, accompanied by four submarines, pulled into the small Connecticut city that was home to a small Navy coaling station.

More submarines came. More tenders came. More people came and the place began to grow.

In 1916, aided by submarine research, development and construction of submarines in Groton, the Navy department converted the facility into a submarine base.

Next, the Navy established schools and training facilities. After World War II, the submarine force was strengthened, mothballed vessels were recommissioned, new boats were built and facilities were added to the base as part of a rapid wartime expansion. Many of the submarines and crews, outfitted and trained at Groton Submarine Base, fought and won the war in the Pacific half way around the world.

Today, the base is considered the home of the submarine force and a place every submariner will most likely call home sometime in their careers. Nestled on the east side of the Thames River, the submarine base occupies more than 500 acres and has more than 400 buildings. New construction and facility improvement still continues. The base is home to more than 40 tenant activities, including the submarines and crews of Commander Submarine Group 2, Commander Submarine Squadron 2 and Commander Submarine Development Squadron 12. There is also Naval Submarine School, Naval Hospital Groton, Naval Underwater Medical Institute, Naval Submarine Medical Research Laboratory and the submarine repair and support staffs of Naval Submarine Support Facility, among others.

With mild weather year round, a New England location rich with history and a community that welcomes the submariners and their families, Groton can truly be considered the cradle of the sub community.

Suck in your stomach, and come aboard an underwater phenomenon

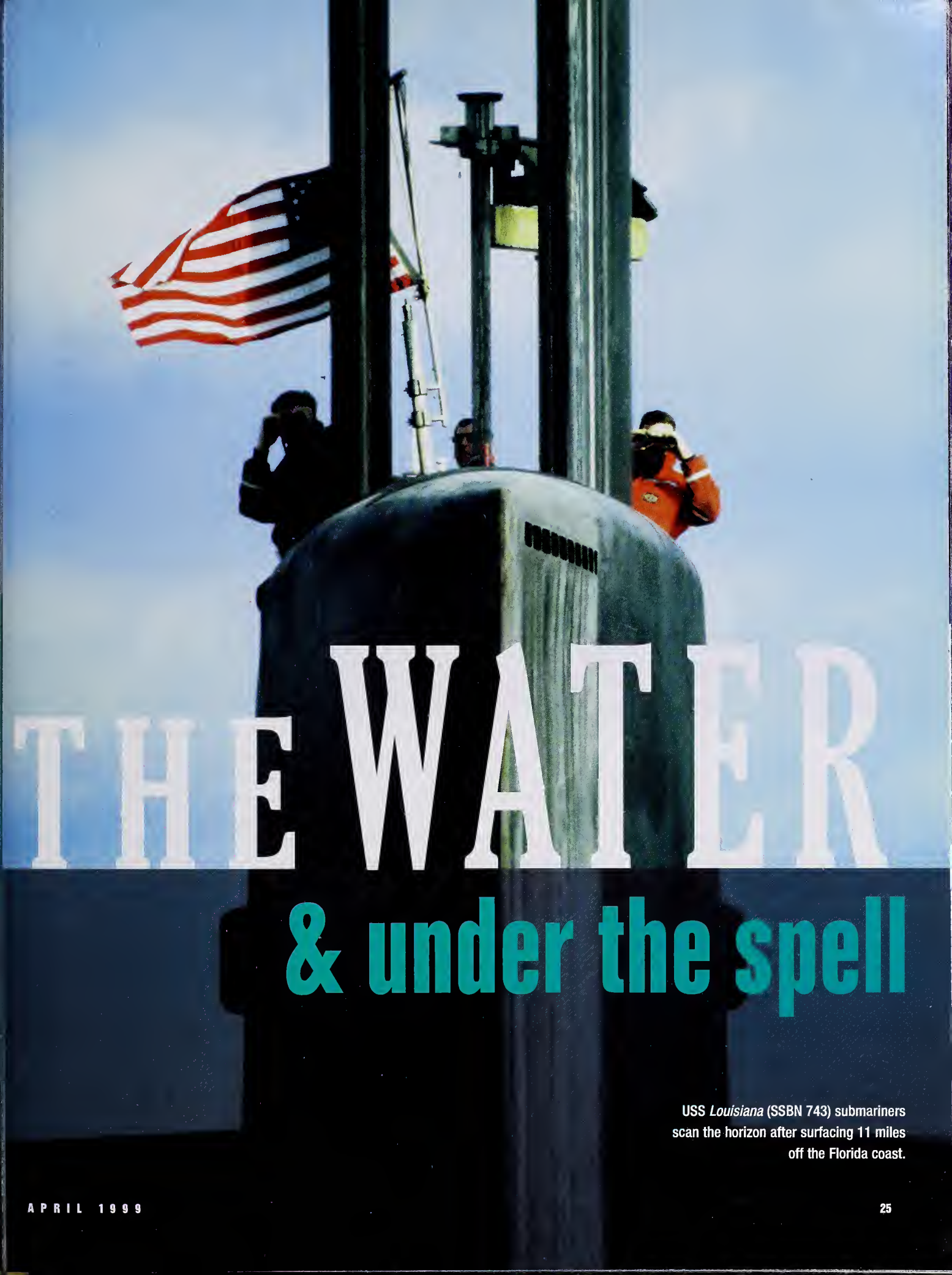
Story and photos by JO1 Robert Benson

UNDER

Hurricane Mitch is wreaking havoc and Mother Nature is furious, but there's no dread in the air. Not here, not now, not on board this flat-bottomed tug.

Even though the boat is getting pummeled by pounding waves, the crewmember's minds are elsewhere. Together they dwell on what's ahead. It's been nearly three hours since they left homeport in Kings Bay, Ga., and the tiny tug has only traveled 11 miles. Soon the drone of the diesels die down, hinting that they're getting close.

Grab a hold of something and look past the crewmen. Look out the port-hole; look past the sleeting rain, the huge waves and the howling wind - and you'll see the mammoth black hulk of something that almost looks evil. Something that could send terror down the spines of the timid. Lightning strikes and thunder claps, something looms out there – huge, fierce and awesome.



THE WATER & under the spell

USS *Louisiana* (SSBN 743) submariners scan the horizon after surfacing 11 miles off the Florida coast.



Diving at a 20 degree down angle creates unusual body positions onboard USS *Louisiana*, something STS1(SS) Scott Pitre (center) is used to.

As the tug grows closer we can see what the behemoth is: a nuclear-powered, *Ohio*-class ballistic missile submarine, before one and all, unfazed by the wind and weather. One of the deadliest, stealthiest, fastest warships ever put to sea is about to be boarded by mere mortals for a three-day period – a blink of time to the crew members on board, who are used to four months or longer underwater in this jet-black deterrence machine.

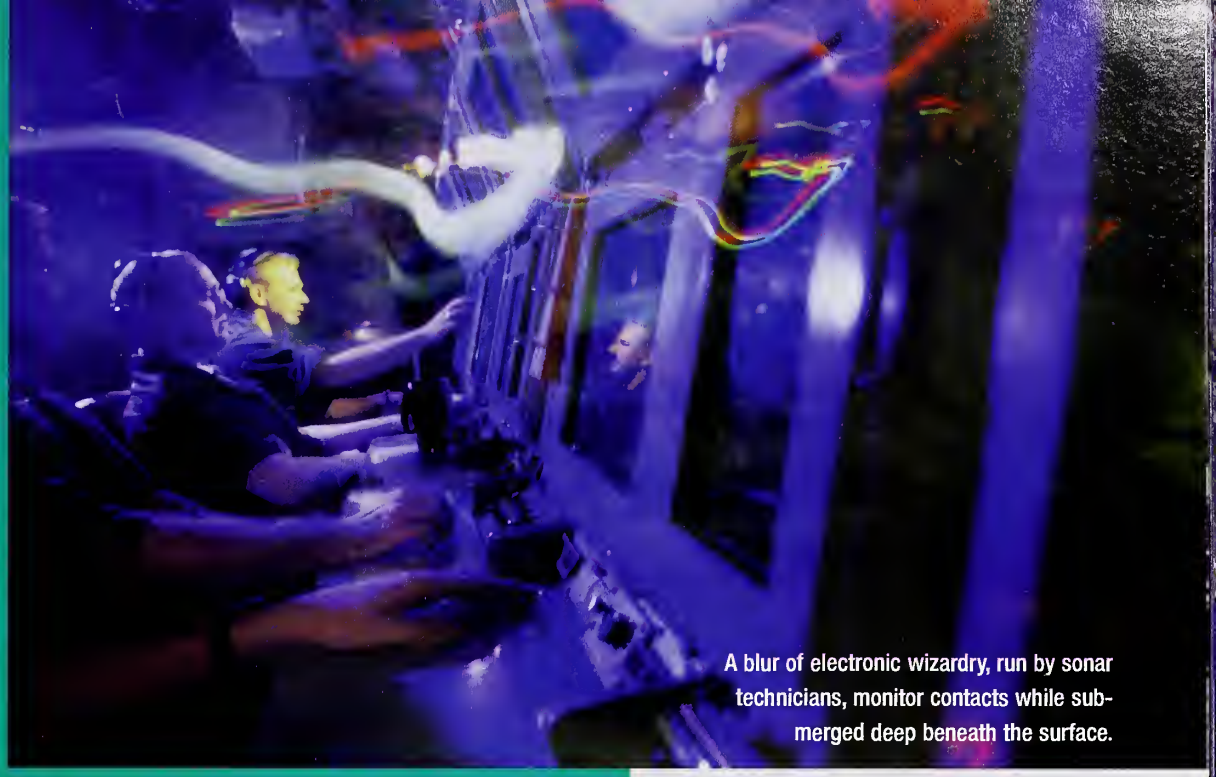
As the small tug pulls alongside the sub, dwarfed and petty, it extends its gangplank, which moves back and forth, up and down, playing to the motion of the waves. One at a time, the chiefs and civilians leave the tug and run across between waves. Soon all are on the outer hull of the sub and quickly escorted to the rear hatch by a search and rescue swimmer, who is secured to the sub by a "leash." Down the hatch the riders go, followed by the SAR swimmer, a few other submariners and finally the Chief of the Boat, who quickly secures the hatch behind him, but not before a few gallons of saltwater from a passing wave sneak in. Drenched head to toe, the wide-eyed visitors have just entered another world. What they are witnessing now, these newcomers, is not unlike what visitors in Willie Wonka's Chocolate Factory experienced: a strange place that defies all logic – a community that lives and works in an enclosed space underwater, where they make their own power and air, and have the guts to employ democracy anywhere in the world.

Welcome, guests, to the ride a select few have taken, onboard USS *Louisiana* (SSBN 743), the newest SSBN in the world. A vessel which has characteristics that make it formidable: stealth, endurance, firepower and mobility. More than idle bureaucratic rhetoric, they are characteristics that ring true – and within minutes of stepping on board, these traits silently start to make themselves known.

Around the visitors, crew members in noise-defying, rubber-soled tennis shoes scurry up and down passageways; briskly making their way to other parts of the sub. Water that came inside is quietly blotted dry by towel-wielding junior submariners. They work quickly, quietly and diligently, almost like soldiers fighting an invading foe. Every drop is wiped up. Then the surfaces are wiped again. Then again and again.



During a long, six-hour watch, a submariner in the radio room finds a comfortable position.



A blur of electronic wizardry, run by sonar technicians, monitor contacts while submerged deep beneath the surface.

Then again.

These aren't overzealous crew members trying to do good. This is the norm. What seems to be overly methodical work to the landsman is a telling clue to the personality that makes up a submarine crew. The fact is, these guys are unique. It's true: they're extraordinary people who have adapted to detachment from the world for months at a time, people who have learned to work and live next to others in confined spaces, people who have come to rely on each other like few can understand, people who silently sail into harm's way, people who give a new meaning to the words "good at what I do."

Soon, the riders will understand that this underwater chunk of steel is nothing without these guys; the submariners are everything. Consider this testimony:

"I was once in a situation on a sub where an unexpected incident on board placed everyone in jeopardy," said Fire Control Technician 1st Class (SS) Paul Rice, who has four sub tours under his belt. "No one had to think twice about what to do; everyone understood that extraordinary efforts were needed if we were to survive.

"This level of knowledge allows for a perceived laxing of the conditions of rank on a submarine," said Rice. "But it's really just a raised level of respect that each is held to."

Some say the living space on a sub is in square feet the same size as a three-bedroom house. "And when you have about 120 guys jammed in there, you develop a certain amount of consideration and civility, or you just don't survive," Rice added. "Together the crew works as a single entity, and everyone does what they need to do as part of that entity."

The entity the visitors share now is the control room, where about a dozen men prepare for dive. At the "wheels" are Helmsman Fireman (SS) Jose A. Rivera-Coriano and Planesman Storekeeper 3rd Class (SS) Anthony Seaton standing by for orders. Soon they come: *Dive! Dive! Dive!* blares a voice over the 1MC. Rivera-Coriano instantly reacts, pushing forward on the helm that controls the rudder (course) and fairwater planes (depth).

Note to self: These two at the wheel are just past their teen-age years. They're driving a billion dollar sub. They're good. Confident. They've done this before.

The huge fairwater planes, angled downward at 20 degrees, take their bite in the water, and then, like a roller coaster passing its summit on a tall hill, everything starts to move forward and down.

The red digital depth gauge begins to click the increasing depth as fast as the angle indicator counts off the downward angle.

Gravity sends pens, paper and anything else not bolted down sliding. Some crew members grab the overhead hand railing with one hand, and nonchalantly catch airborne objects with the other. Yeah, they've done this before too.

Eighty feet. Ninety feet. One hundred feet. Deeper and deeper they go. The waves, 140 feet above us now, have long since disappeared. It's now quiet and calm.

"Make your depth one-eight-zero feet," orders the officer of the deck. "one-eight-zero feet, aye," repeats Rivera-Coriano. With uncanny timing, he gently pulls back on the "wheel" and almost magically levels off at exactly one-eight-zero feet.

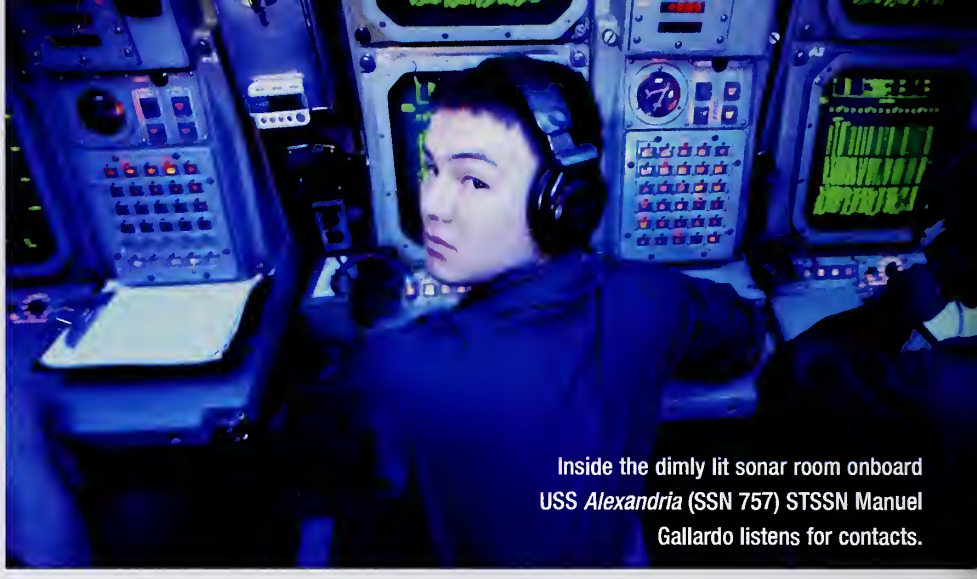
"It took me about a month to get qualified in this position through under-instruction watches, a lot of training, and hours upon hours of studying," said Rivera-Coriano. "Driving a submarine is awesome, it's my favorite thing to do on

board, but it's hard to explain why."

Rivera-Coriano was modest about the responsibility he carries. "I don't feel overwhelmed with the responsibility of driving a submarine. Everybody has responsibilities on subs; I can't really say I have a greater responsibility than others."

"Great responsibility;" almost seems like an understatement. Most people Rivera-Coriano's age are tasked with the responsibility of a car, bank account or university class schedule; these submariners are charged with maintaining nuclear reactors and nuclear weapons, analyzing and interpreting electronic sonar signals, creating firing solutions based on sea environment and sub characteristics and determining trim based on extensive mathematics.

Responsibility runs high, and on a smaller fast attack submarine, or the larger *Trident* subs, there's not an instant during his tour that a submariner can escape its grasp. Like other Sailors, a submariner realizes to what extent an entire ship depends on him as an individual. In consideration of the protracted and distant operations of its forces, the Navy must place responsibility and trust in the hands of those who take the subs to sea.



Inside the dimly lit sonar room onboard USS *Alexandria* (SSN 757) STSSN Manuel Gallardo listens for contacts.

Running deep and silent at 180 feet, the visitors make their way to the sonar room. Inside, four sonar operators – enlisted one and all – are tracking multiple contacts on the surface miles away. With a flick of a switch, Sonar Technician (Submarines) 1st Class (SS) Scott Pitre switches the sound from headphones to stereo surround speakers for all to hear.

The chug, chug, chugging of a propeller fills the room, a freighter about 10 miles away.

"We listen for audible cues in this sound," describes Pitre. "We have certain



Each missile tube onboard USS *Louisiana* (SSBN 743) is painted a slightly different shade of orange. It adds to depth perception and the color relaxes submariners, say officials.

Down Deep

How do Submariners survive six-month stints underwater?

Psychological evaluating: Before being considered for submarine duty, Sailors are carefully screened at Groton's Submarine school to weed out those with claustrophobia, personality problems and an inability to work with others. Since the cost to send Sailors to Submarine School is high, this screening process is done before school actually starts.

Diet: Forget all the bad things you've heard about Navy chow. Food is one of life's few pleasures when you're down deep, so the Navy sends highly-trained mess specialists to prepare fine cuisine. In short, the food keeps submariners happy. Lobster, steak and shrimp is not uncommon. Salad and snack bars, along with midnight rations keeps submariners happy. Thematic or "special" nights, such as "halfway" (halfway through a deployment), "divisional" (each division cooks) and sports recognition (Super Bowl, World Series, Daytona 500) are also commonplace.

Soothing colors: Orange colored bulkheads? On a Navy vessel? You can find them all on modern Navy submarines. Gone are the days when all interiors are haze gray. On *Ohio*-class subs, for example, the vertical missile tubes in long narrow passageways are each painted a slightly different orange, which, according to officials, helps submariners "relax" and gives them depth perception. Submariners are also encouraged to pin up pictures of family and friends in their racks, which is the only private space each person enjoys on board.



Photo by JO1 [illegible] Benson

Exercising helps Sailors stay fit while beneath the surface.

Port Calls: To break up the monotony of six months underwater, a cruise will be broken up by numerous port visits to exotic locations.

Entertainment: Submariners "burn a flick" (watch a movie) nearly every night on the mess decks. Prior to deployment, submarines are given a case with 100 to 200 movies, many of which are so new they're not even in video stores. With the advent of video tape, movies get shown every place there's a TV or monitor. During meals, music is often played on the mess decks. Many submariners have Walkmans that they use in their private space – their racks.

Work Hours: Most Submariners stand watch for six hours, work for six more, then if there are no drills or evolutions requiring all hands, they get six hours of sleep. This 18-hour day routine is probably the best medicine to speed the six month deployment.

Submarine Ombudsman: Being away from family is difficult for many submariners. That's why the Navy has a group led by an ombudsman back at home base. The ombudsman organizes activities for the family members, and prepares newsletters and mail drops to keep their loved ones onboard the sub close in their hearts.

specific sounds we listen for that tells us what kind of contact it is. We listen to how the prop cuts into the water and based on that we can come up with a screwblade configuration and RPMs."

"*Yes, Petty Officer Pitre, but can you tell me how inversion reactor prebots transfix spherical relationships within the stratosphere?*"

This guy, and most of his team, probably could.

Pitre moves the computer's cursor to another contact and dolphin squeaking fills the room. They're about 1,000 yards off our stern," says Pitre of the swimming creatures, who like the freighter 10 miles away, are oblivious to the fact that their noises are being tracked and analyzed by experts in a small blue–lit room.

To the landsman, other things about sub life remain "oblivious."

Like the crew schedule while underway, which switches from a 24 to an 18-hour day to accommodate a three section, six-hour watch cycle. Or the very mission of the subs: The fast attack subs, which provide a variety of missions and are a general-purpose submerged weapons platform and the SSBNs – the *Tridents* – which have a mission of carrying ballistic missiles capable of long-distance strategic strikes.

Trident subs have two crews. Typically, one crew will take the ship to sea for two months or so, then return. Both crews perform maintenance and repairs on the boat, then the other crew takes the sub to sea while the first crew undergoes intense training.

Fast attacks have only one crew. That crew takes the sub to sea and performs all maintenance and repairs.

Right now, a minor repair is needed in the area of the missile tubes, where something is vibrating abnormally. The clanking metallic noise immediately freezes four crew members who strain their ears in an attempt to pinpoint the noise origin. If they can hear it, the unseen "enemy" outside can too. Soon the culprit is found and silenced with a piece of duct tape.

A parallel can be made here: The tape, like the sub crew, bonds and sticks together. It secures and becomes one. It pulls together and gets the job done.

It even sticks to what it's supposed to:

A noisy, vibrating panel for the tape; a heroic, unending mission for the submariners.

Benson is a photojournalist assigned to All Hands.



C.O.B.

Chief of the Boat



Story and photos by JO1 Robert Benson

Can you hear the laughter? Listen, closely...

There it is again, seeping up through the waves, originating in the tiny confines of the chief's quarters on board the submerged USS *Alexandria* (SSN 757). Step inside and you'll find four chiefs near tears from laughter, begging Reginald Brown to stop as he blithely saunters around the cramped room in an exaggerated, arrogant pose with thumbs in imaginary lapels and nose held high.

He rolls into a 10 minute, off the cuff, comedic monologue, complete with immitations, puns, exaggerated gestures and impersonations. Punch line after punch line work the chiefs into a frenzy. This isn't just laughter – it's roaring laughter. Many are buckled over, but Brown, as if reading from a script, continues his presentation. It goes on and on and on. No time outs.

On board *Alexandria*, it's known as the "Chevy Show," in honor of its host, Senior Chief Machinist Mate Reginald Jerome Brown, a.k.a. Chief of the Boat.

To his Sailors – all 120 of them – he's "the man." If they understand one thing, it's this: The COB is the man who makes things happen.

Size this person up as he does his comedic routine; take a close look. Note his uniform, pressed to perfection like the other chiefs around him; a habit formed during his 18-year naval career. Read his nametag, "Brown." If he had it his way it may read "Chevy," a nickname he earned while working as an auto mechanic before joining the Navy. Listen to him speak. Confident, outgoing; a voice that perhaps echoes the discipline he faced while being raised by a mother in the Army. Or maybe a voice that hints a sad note of loss, when he recalls memories of his brother, who was killed in Vietnam. Or is it an aching for his father, who had five heart bypasses one Christmas Eve long ago?

There's more too. See how lean he is. A contradiction to one of his favorite habits he claims to live for: Eating Wednesday night's 15 cent hot wings at the base Chief's Club, where he sometimes shows up for feasting in his gumby slippers. (Brown claims to be somewhat of a barracks rat, who happens to live in a room directly above the club.)

Estimate his height: 5 foot 8 inches; seemingly custom built for maneuvering through all those tight spaces on a sub. Even his mouth mike is telling; crackling as he talks, indicating he's in radio contact with other submariners in other parts of the 362-foot vessel.

For this person, to be any more revealing, he would need gills and a fin–which we could then attribute to the years – yes, years – he has spent underwater on numerous North Atlantic, South Atlantic and Mediterranean submarine deployments. Indeed, a silent study of the COB speaks volumes. But those who know Brown – and rest assured, every one on the sub knows him well – there's another story. Like one line movie reviews, they paint an even better picture of the COB.

"His standards don't waiver,"– Chief Electronics Technician John Borders.

"He's firm, strong and fair at the same time," – Machinist Mate Fireman Apprentice Luis Vega.

"He doesn't have a problem getting on the deck and cleaning with the rest of us," – MM2 Kent Warner.

"'I can't' isn't in his vocabulary; one of the best COBs I've had," – Warner.

And in the vocabulary of every submariner

on *Alexandria* are the words "automatic," a word the COB uses every day. "'Automatic' means everyone is ready for the next move," said Brown. "I'll ask someone how everything is going and they'll usually say 'It's on automatic COB.' That's what I like to hear.

"Everyone on this sub has a job," continued Brown. "I shouldn't have to tell a person where they should be and what they should be doing. They should be on automatic. When everyone is on automatic it's like a good Swiss clock, everyone is clicking. When we close the hatch, we have no one else. No sun, no stars, just ourselves to count on. If everything is not on automatic, that's not good."

Crew members have learned their lines well:

COB: "How you doing today?"

Submariner: "Automatic COB!"

Captain: "How's everything going with the crew COB?"

COB: "It's on automatic captain!"

The captain and the crew know what he means.

They also know what the COB means when he uses the word "roasted." It means to get a chewing. "It's my term for discipline," said Brown. "Not being on automatic torques me. If someone isn't where they're supposed to be – say, on a man overboard drill – then they're not on automatic. They get roasted."

Other chiefs acknowledge that Brown, "roasts meat daily."

But a mean nature isn't really in the guy's blood. Being nice is not necessarily a prerequisite for being a submarine chief of the boat, but with Brown it seems to be. During the ongoing "Chevy Show" we find him smiling all the time. "Off camera," as he makes his rounds through his submarine, his demeanor is usually not different. Normally, Brown will be smiling or pleasantly talking with a crew member. He claims always to have been a leader and not a follower. "I grew up with a [bunch] of brothers," said Brown. "You had to be a leader and outgoing in a family like that." He remembers the days before he joined the Navy, when he used to hang out with his friends, who always took Brown's lead. "In my group, if I didn't do it, nobody would do it. They followed me."

They still do today. On this boat, the COB focuses energy on helping those around him. Like the new submariner, 18 years old, who just checked on board and is not adjusting to the tight quarters and living conditions. "When new guys come on board they're just children, some of them," said the COB. "We all rally around that person and pick him up. I try to instill in the younger guys good traits and improve quality of life. The new guy needs to learn how to work in this environment. If something negative is happening in a guy's life, I need to know that, because it may affect his job."

So, how does the COB keep tabs on 120 different people? He makes rounds. He appears to be everywhere and nowhere. One minute he'll be in the control room, another moment you can find him in the engine room; later he'll be on the mess decks. He also gets to the sonar room, the torpedo room, the radio room and other rooms on the sub. As Brown might say, he has more rooms than a hotel.

Another way he keeps in check with his crew? "I talk to them," answers Brown. "Not just 'Hi, how you doing?' but meaningful talk."

Like long lost buddies, Brown gets on level with whomever he's talking to, looks him in the eye and makes a genuine connection ("He knows how to make you smile," said one crew member). He may tell a sea story; one of his favorites is the moose story.

Like the comedic monologue he relayed earlier in the chief's quarters, he tells this one with just as much energy, this time in the torpedo room with a handful of gathered E-6s and E-5s. "I was topside on USS *Memphis* a few years ago, when I saw the craziest thing of my life," he recalled. "We were just moving along doing a few knots when I saw something alongside us in the water. I looked closer and couldn't believe my eyes: it was a big moose, swimming

"I'll find out if a guy doesn't have heat in his barracks room back at the base, or if another guy has a wife who's getting ready to have a baby. These are concerns I listen to and need to know."



Brown takes time to talk with crew members wherever he may be – this time in the sonar room. One of the COB's primary missions is to oversee the welfare and well-being of the crew.



With exaggerated gestures, Brown tells one of his many sea stories to a gathering of chiefs.

right alongside of us. I reported it to control and they didn't even believe me!" Quietly, everyone listening remained engrossed in his story.

Sometimes, just as quickly as he begins a conversation, he'll end it and suddenly question the well being of a crew member, asking leading questions. "I'll find out if a guy doesn't have heat in his barracks room back at the base, or if another guy has a wife who's getting ready to have a baby. These are concerns I listen to and need to know."

His listening allows him to instantly put a finger on the state of the crew, at any time. He knows how to spot subtle nuances of the crew's temperament. He knows without asking, for example, that the crew onboard *Alexandria* would rather go to sea than stay in port, because there, he says, they know their days are structured. He knows the biggest problem for many young submariners on his sub is lack of time management skills.

Brown says he's always treated with respect when he walks on board the sub. Of course, off the sub is a different story – especially on the basketball court. "When it comes to basketball, he has a lot of talk," said MMFN Luis Vega, referring to the COB. "He talked and talked about his game on the court, but once we finally got him on [a basketball court in Florida during a port visit] we blew him out of the box. He has no game. He was throwing more bricks than a bricklayer. We have no mercy on him."

Vega was quick to add though, that he feels Brown is a good motivator who keeps on top of things. "He's straight and always tries to improve crew morale."

Other crew members see different positives. "Our COB is a people person," said MM2 Kent Warner. He knows how to make people smile and get on your good side. He also stands up for you and sets high standards."

Some chiefs on board respect Brown's unwavering firmness. "We're transitory by nature and we need a baseline to operate from," said ETC Borders. "It's very comforting knowing that he will hold that baseline. Other COBs could waiver with the political climate set by the XO and CO. This COB doesn't."

Like a strong father he holds firm.

To those on board *Alexandria*, this man Brown – winner of the Dennis Sultzer Memorial Leadership Award, inspirer and leader, denier and grantor, fixer and healer – this man Brown, perhaps, is just that – a father.

Or maybe this man Brown, wannabe Jay Leno, is just someone who helps the crew smile and stay focused after 150 days underwater.

Or perhaps, this man, host of the "Chevy Show," is just a person who has found his calling as Chief of the Boat.

Now hit the lights and roll the camera; this man's ready for action.

Benson is a photojournalist assigned to All Hands.

The FIXER

Sub Tenders like USS *McKee* provide critical support for the submarine fleet

By JO2 Stacey Moore

HT1 David Brandenburg silver brazes a fitting for a submarine's air bank on board USS *McKee*.



Petty Officer 2nd Class Nonah Hadnot is a Hull Technician on board USS *McKee*.



USS *McKee* (AS 41) pierside in San Diego.

Photo by PH2 Aaron Ansarov

USS *McKee* (AS 41) is a mobile support and repair facility with the capability of providing simultaneous repairs to 12 nuclear-powered, fast-attack submarines. A versatile and complex ship, she provides everything a submarine might need: full medical and dental facilities; cranes, elevators and conveyors to move material on and off the ship as well as between decks; large storage areas for refrigerated and dry food; nuclear system repair and testing; electrical and electronic repair; hull repair; sheet metal and steel work; pipe fabrication; foundry work; woodworking; printing; underwater diving and rescue; hazardous material management; and propulsion and weapons systems repair.

Most of *McKee's* men and women are involved with the repair and maintenance of submarines, from replacing deck tile to troubleshooting system components. Engineman 3rd Class Sonya Thomas says it's a tight fit sometimes, "When you compare the size of sub compartments and passageways to those on *McKee*."

Those tight spaces can make even the simplest job difficult. But *McKee's* Sailors gain satisfaction from doing their job well. "You feel a sense of pride when you get done with a hard job," said Machinist's Mate 3rd Class Cathy Green, of Greenbelt, Md. "And knowing you did it right." According to her crew members, innovation and efficiency are hallmarks of *McKee's* success as a submarine tender. The ship was involved in more sub repair periods last year than at any other time in her history – 63. You might think a schedule like that would keep her crew pretty busy. It did – and does – but crewmembers still found time to develop and execute a comprehensive plan to stand up a Shore Intermediate Maintenance Activity Submarine Maintenance Detachment (SSMD), a measure they felt was necessary to ensure quality submarine maintenance following *McKee's* inactivation this fall.

To staff the SSMD, the Navy is pulling personnel from *Mckee*'s crew as well as the rest of the fleet. After *Mckee* is inactivated in September, USS *Simon Lake* (AS 33), homeported in Italy, and USS *Frank Cable* (AS 40) in Guam will be the only deployable submarine repair ships in the U.S. Navy. Shore-based facilities, such as the one established by *Mckee*'s Sailors, will maintain and repair submarines.

Moore is a journalist assigned to USS McKee.
PH2 Aaron Ansarov is assigned to the Fleet Hometown News Center, San Diego.



Photo by PH2 Aaron Ansarov



Photo by PH2 Aaron Ansarov

Petty Officer 3rd Class Thuy Bu, a Machinist's Mate on board USS *McKee*, removes the boiler internals.

U. S. Navy photo

ICE Breaker

Story by JOCS Darrell D. Ames

A team of Navy and civilian research scientists recently got underway aboard the Pearl Harbor-based fast attack submarine USS *Hawkbill* (SSN 666) for the fourth of five submarine Arctic science expeditions (*SCICEX*) conducted to collect information about the Arctic region. *Hawkbill* deployed to the top of the world for 42 days with a team of two Navy and five civilian scientists. The ship was converted into a research laboratory housing specialized collection gear, sonar scanners and remote video cameras and monitors.

The *SCICEX* program is a result of the 1994 agreement between the U.S. Navy and the civilian science community that called for five submarine deployments to the Arctic. According to Barry Campbell, head Arctic advisor for *SCICEX '97*, "The Arctic Ocean is the least explored ocean on the planet."

CDR Bob Perry, *Hawkbill's* commanding officer, said 12 of the ship's torpedoes were offloaded to make room for the equipment and convert part of the forward torpedo room into bunk space for the scientists. Perry added, however, that the 292-foot-long *Hawkbill* remained a fully functional warship throughout the scientific expedition.

"The *Sturgeon*-class submarine was built especially to work under the ice caps of the polar regions, hunting Russian subs during the Cold War," said Perry.

Jeff Gossett, director of fleet operations for the Navy's Arctic Submarine Laboratory in San Diego, said the purpose of the five submarine Arctic scientific cruises is to take teams of civilian scientists to the Arctic to gather data that only a submarine can provide unhindered by the ice. The results of the experiments and sampling will benefit both the civilian and military communities.

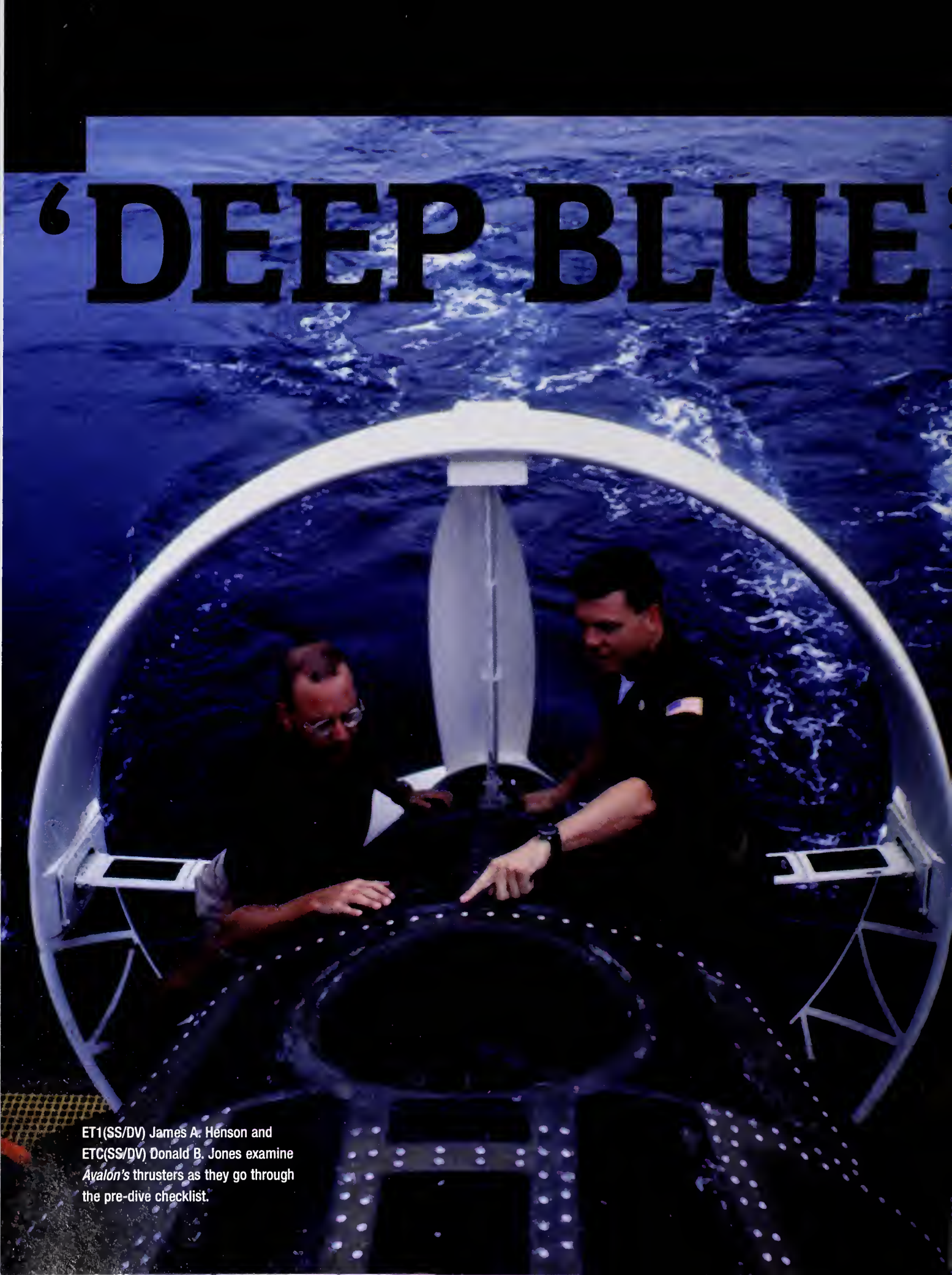
One of the phenomena scientists are interested in during *SCICEX '98* is the temperature change in certain parts of the Arctic Ocean. Another major task includes geophysical surveys of the ocean floor to map a virtually uncharted region of the world

"Since the program began, we have almost doubled the information we have on the Arctic," said Gossett.

Ames is assigned to Commander, Submarine Pacific public affairs.

USS *Hawkbill* (SSN 666), a *Sturgeon*-class fast attack submarine originally built to hunt Soviet submarines operating beneath the polar ice caps, escorted a team of research scientists from Pearl Harbor to the North Pole in support of *SCICEX '98.*

'DEEP BLUE'



ET1(SS/DV) James A. Henson and ETC(SS/DV) Donald B. Jones examine *Avalon's* thrusters as they go through the pre-dive checklist.

Story and photos by JO1 Rodney J. Furry

Angels

Though few in number, deep submergence rescue vehicles provide an insurance policy for submariners all over the world.

Confusion led to panic, and panic to fear as water poured into the hull. Though the Sailors worked feverishly to stop the flooding, it eventually became clear to all aboard that this was the end. Thirty-five years ago, USS *Thresher* (SSN 593) sank to the bottom of the ocean, taking her entire crew with her. It was a tragedy like none other in U.S. naval history, made all the more poignant by the fact that no one could even attempt a rescue back then. One day, that would all change.

Experts still speculate about the exact cause of the tragedy April 10, 1963, off the coast of New England. But it didn't take long for the Navy to realize there was a need for something that would prevent such a terrific loss from happening ever again. Thus was born the Deep Submergence Rescue Program and a pair of vehicles, *Avalon* and *Mystic,* that could dive thousands of feet below the ocean's surface and rescue stranded submariners like angels from above.

In the darkened middle sphere of *Avalon*'s closet-like confines, Machinist's Mate 2nd Class (SS/DV) Shane D. Swenson pauses as the small submarine slowly dives.

"It's a dangerous business. I don't know of any [submariner] who hasn't had a scary experience and wondered about being trapped at the bottom of the ocean," he said. "But that's what we train for."

Training is what they do best. Working from their base at Naval Air Station North Island, San Diego, *Avalon* (DSRV 1) logs several deep-water dives each week off the Southern California coast from the research support ship *Dolores Chouest.*

"We're constantly in the water, always improving our skills and learning how to work as a team, so that if we should ever have to make a rescue, we won't hesitate," said Chief Electronics Technician (SS/DV) Donald B. Jones. As one of the boat's few pilots, Jones knows as much about training as anyone on the team.

They're a small crew, numbering less than 20, so they place an extreme value on the ability of every member to take on any responsibility. Becoming a pilot is the aspiration and privilege of every crew

Right: STS1(SS/DV) Robert Palek gets a shower under the belly of *Avalon* as he does a pre-dive check of the robotic manipulator arm.

Below: ET3(SS) Michael R. Hillyard and MMC(SS) John R. Morris ride *Avalon* through the swells as she's towed in to *Dolores Chouest's* elevator.





member, and some, like Jones, have spent years exploring every inch of the boat and performing every role possible to get a chance to sit in the pilot's chair.

"New crew members spend most of their time qualifying on every system the boat has," he said. "When safety's at a premium, that's the only way we can be sure we're diving safe."

During a pre-dive brief, Officer-in-Charge, LCDR William E. Fultz cites a malfunction on a previous dive by stressing the point.

"I want to see all of you checking and double checking each other's systems. We've got to be looking out for each other so there are no mistakes," he said.

On the stern of *Dolores Chouest*, it's obvious his commands are well heeded, as crew members crawl on and around the small sub's green fiberglass hull inspecting and re-inspecting hundreds of components before the next dive.

Later, *Avalon* rests on a steel plate anchored to the ocean floor in a training area called "Deep Seat". Once the skirt, a small open bell connected to *Avalon*'s belly, is sealed to the plate and the pressure is equalized, Swenson opens a hatch to reveal a first-hand look at the bottom of the ocean.

"We're constantly in the water, a skills and learning to work as a t so that if we should ever h rescue, we won't hesitate." – ET



"If this were a rescue, we'd be sealed to the hull of the submarine, and you'd see a hatch down there," he said. "After a few tests to see if there's no danger on the other side, we'd open the hatch and bring the submariners up into *Avalon*." The rescue submarine can carry up to 24 tightly packed Sailors in two of its three small spheres

"I can't imagine what it would be like if we really had to make a rescue," said Swenson. "But we have done many exercises where we mate up with submarines. It's a pretty good feeling of accomplishment when you open the hatch and see the crew's faces," he said.

It's most likely submariners who get a look up into that hatch get a good feeling, too. While the role of submarines in the Navy is indispensable and there haven't been any tragic submarine accidents since the 1960s, it's still considered one of the most dangerous jobs in the sea service. But as long as there are a few submariners willing to train for the unthinkable, and vehicles like *Avalon* can take them to the rescue, it seems a whole lot safer.

Furry is a San Diego based photojournalist assigned to All Hands.

Above: The safest way to bring the divers back aboard the support ship is with an easy ride up on the elevator.

Right: MMC(SS) John R. Morris watches the pre-dive checklist and anticipates the challenge of his assignment topside while the boat's being launched.





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m,
e to make a
S/DV) Donald B. Jones

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CyberSailor

Subs, Subs and More Subs

This month we took a look at submarines and the men who sail in them. So naturally I just had to search the web for cool submarine sites.

The first stop on our tour is the Public Broadcasting Service documentary called "Secrets, Submarines and Spies" located at www.pbs.org/wgbh/nova/subsecrets/. Go in search of clues to two tragedies of the Cold War, the wrecks of the nuclear submarines USS *Thresher* (SSN 593) and USS *Scorpion* (SSN 589). Lead yourself on a virtual tour through their active nuclear submarine with 360-degree views. Find out what it feels like when your submarine launches a ballistic missile. Then go below test depth, earn your "Dolphins" or listen to former submarine Sailors tell of life under the sea.

Another great sub site is http://gulftour.tamu.edu/ This site allows you to follow scientists on a research mission in the Gulf of Mexico and learn all about the Navy's smallest submarine, NR-1. It also has an e-mail address to ask scientists a question.

Answering questions is what the American Museum of Natural History loves to do for its online visitors. Located at http://www.amnh.org/, it has information and links to various underwater creatures, like the giant squid exhibit that actually holds a live 10-foot-long squid caught off the coast of New Zealand.

So between the seaweed, subs and squids, April should be another great month, thanks to the great research of CyberSailor.

Cyber Sailor



http://www.amnh.org/

Undersea Sites

Thanks to the military editor of *Undersea Warfare* magazine, LCDR Jim Doody, here are some other great submarine sites available for your surfing pleasure. Even though they didn't win a CCSOE award, these sites do provide good information and links about the silent service:

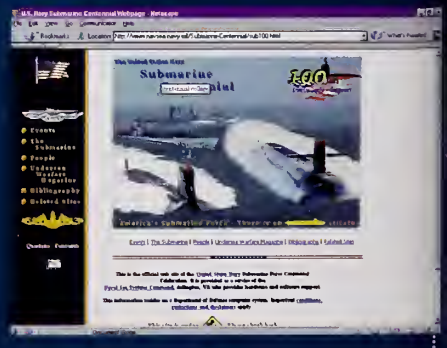
The official submarine centennial website at www.navsea.navy.mil/Submarine-Centennial/sub100.html.

The Navy N87 submarine site at www.chinfo.navy.mil/navpalib/cno/n87/n87.html

The Commander Submarine Force Atlantic at www.norfolk.navy.mil/sublant/homepage.htm

The Commander Submarine Force Pacific at www.csp.navy.mil

The Commander Submarine Group 2 at www.csg2.navy.mil



www.navsea.navy.mil/Submarine-Centennial/sub100.html

SUBperb Performance

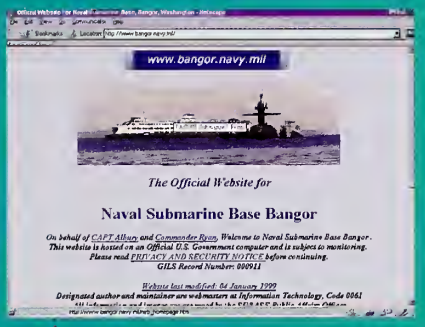


gbh/nova/subsecrets

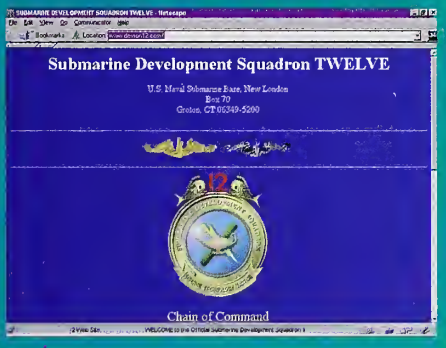
This month's CyberSailor Site of Excellence (CSSOE) goes to two fast and up-to-date web sites related to submarine bases in the Navy.

The first place winner is Commander Submarine Development Squadron 12 at Submarine Base New London, Conn., www.devron12.com. This site loads fast and gives in depth information on its submarines, thanks to webmaster Senior Chief Yeoman (SS) J.R. Smith who faithfully updates the site for the Sailors stationed at New London. The second place winner is just as good but narrowly missed first place at www.bangor.navy.mil. The webmasters, D. Mircheff and A. Charpentier, have done a good job at updating and maintaining a list of local websites, interesting links and relevant information on the base and area.

So if you are stationed or transferring to either location, stop by and do some sub surfing first.



www.bangor.navy.mil



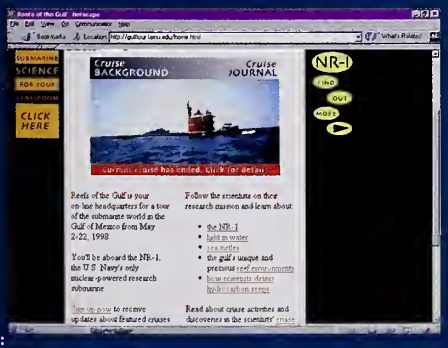
www.devron12.com

The Submarine Base Kings Bay at www.subasekb.navy.mil

The Commander Submarine Group 10 Kings Bay, along with links to Group 16 and 20 at www.subasekb.navy.mil/csgpage.htm

The Trident Training Facility, Bangor at www.ttf.navy.mil

The Naval Submarine School at www.cnet.navy.mil/newlongdn/nss.htm



http://gulftour.tamu.edu

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet, to showcase the American Sailor in ACTION.



FIREWORKS

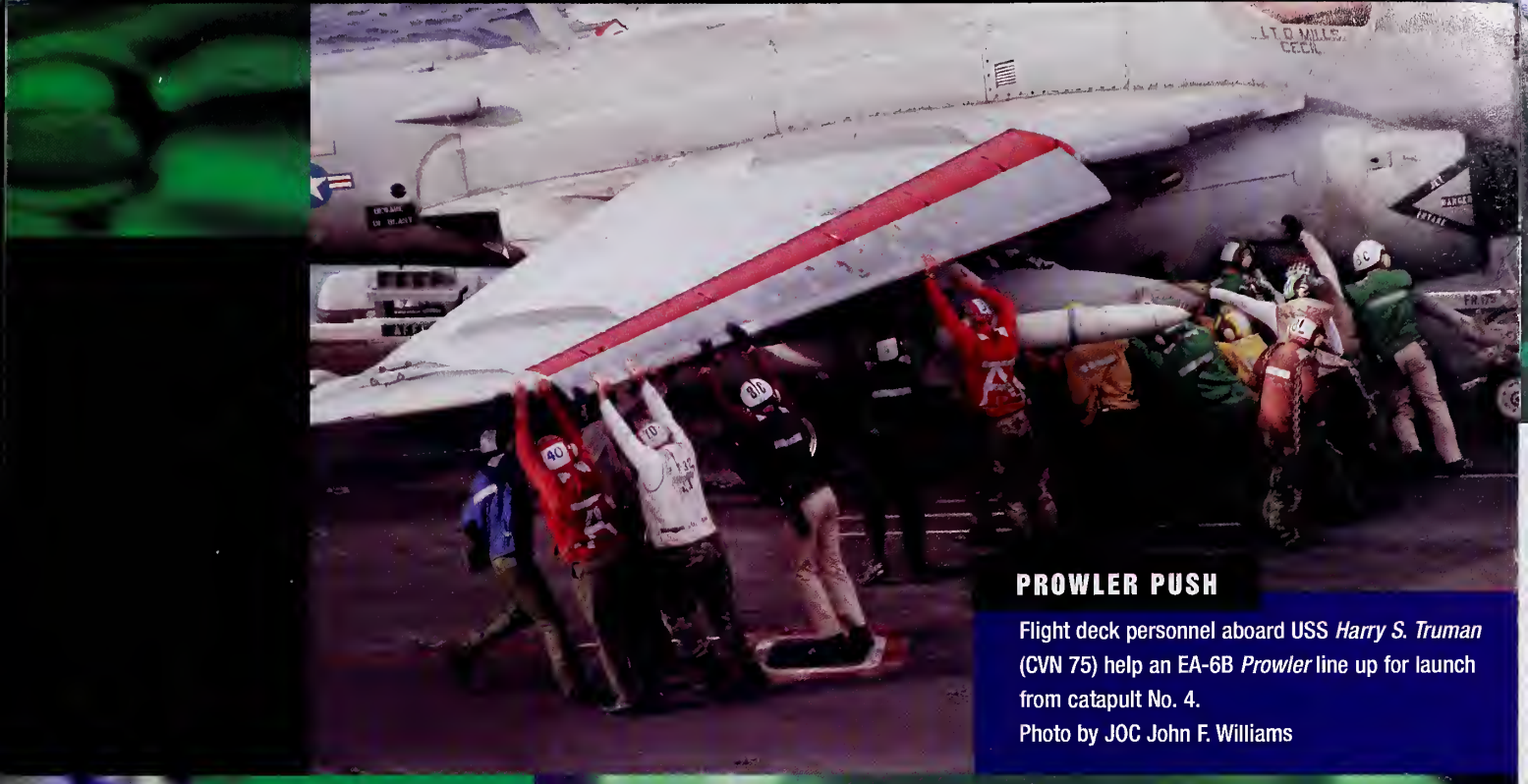
HTC William Cooper from Buffalo, N.Y., brazes a saltwater eductor in the pipe shop on board USS *Harry S. Truman* (CVN 75).
Photo by PHAN Justin E. Bane

LIGHTS IN THE DARKNESS

Rescuers find victims in the rubble and dust of a collapsed building during disaster readiness training.
Photo by PH2 Lou Messing

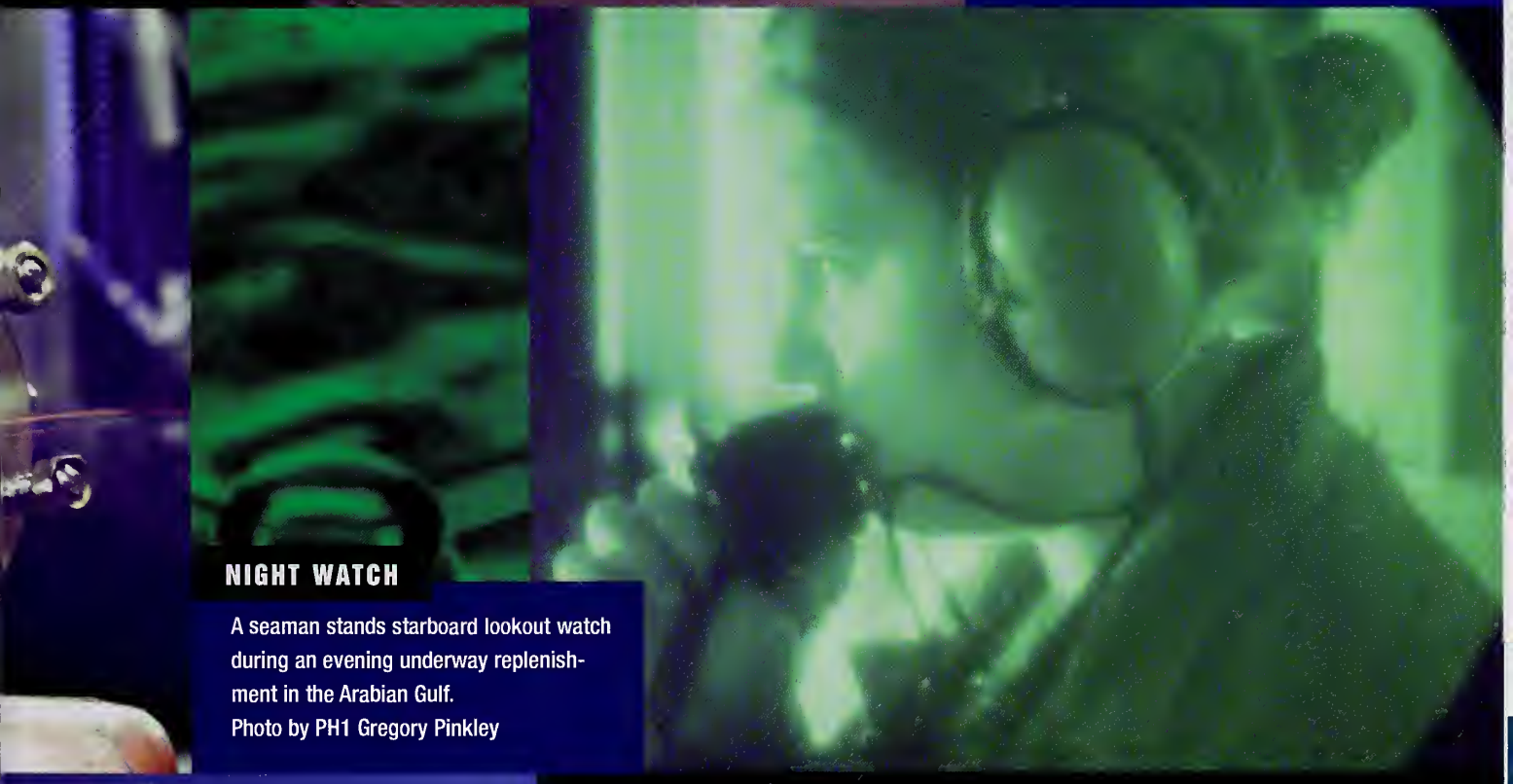
BIRD OF PREY

A *Sea Sparrow* is launched from the aircraft carrier USS *Harry S. Truman* (CVN 75) to destroy a BQM-74E drone during NATO certification.
Photo by PHAN Justin Bane



PROWLER PUSH

Flight deck personnel aboard USS *Harry S. Truman* (CVN 75) help an EA-6B *Prowler* line up for launch from catapult No. 4.
Photo by JOC John F. Williams



NIGHT WATCH

A seaman stands starboard lookout watch during an evening underway replenishment in the Arabian Gulf.
Photo by PH1 Gregory Pinkley



To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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Eye on the Fleet



SUNSET SILHOUETTE

An SH-60 *Seahawk* conducts operations at sunset.
Photo by PHAA Jon Cobb



STEADY HANDS

Crew members aboard a *Spruance*-class destroyer steady the commanding officer's gig as it is hoisted back to the weatherdeck.
Photo by PH1 Todd Cichonowicz



POSTAL PROCESSION

Crew members of an *Arleigh Burke*-class destroyer form a working party to offload mail.
Photo by PH1 Todd Cichonowicz

QUICK FIX

AN Tracy Pipes of Gatlinburg, Tenn., performs a daily inspection on an EA-6B *Prowler* of Tactical Electronic Warfare Squadron (VAQ) 135 on board the aircraft carrier USS *Carl Vinson* (CVN 70).
Photo by PHAN Jose Cordero

Shipmates



Aviation Electrician's Mate Airman **Gabe Spagle** stationed at NAS Lemoore, Calif., was recently recognized for his efforts in rescuing an 86-year-old handicapped man from a burning house. Crawling into the burning house on his hands and knees, Spagle risked life and limb to search for the injured man and reentered the burning house to search for the man's wife. Spagle did not know the woman was not at home but he was unharmed in the rescue.



Yeoman 3rd Class **Dwayne M. Hicks** was recently selected as Training Air Wing 5 Helicopter Training Squadron 18's Junior Sailor of the Quarter (third quarter 1998). Hicks was selected for his outstanding performance and devotion to duty, both military and professional.



Machinist's Mate 1st Class (SW/AW) **Jon C. Heidke Jr.** was selected as USS *Enterprise* (CVN 65) Senior Sailor of the Quarter for his extraordinary initiative and ability in becoming qualified as leading chief petty officer in the aircraft carrier's RM Division No.1 Propulsion Plant Auxiliaries. Heidke is a Senior Enlisted Watch Officer and watchbill coordinator for 100 machinist's mates aboard *Enterprise*.



Radioman 1st Class **Karla A. McGhee** was selected as United States Military Entrance Processing Command's 1998 Military Member of the Year. McGhee, the student testing database manager, introduced command personnel to the Computer Adaptive Test version of the Armed Services Vocational Aptitude Battery, or CAT-ASVAB. McGhee also works with the local Lend-A-Hand program.

On assignment



U.S. Navy photo

For many, Groton Submarine Base is to Connecticut what Pensacola Naval Air Station is to Florida. One is the Navy's air hub, the other the Navy's sub hub. And at this Northeastern hub, there was a pool of talent which the staff at *All Hands* relied upon for information, photographs, stories and access for our submarine issue. Photographer's Mate 2nd Class Alan Warner shot our museum story in the "Around the Fleet" section (see Page 8). "The power of perseverance will always triumph in the end as long as you never consider quitting," said Warner, who shot numerous images. Equally unwavering in providing excellent assistance were the crew members of USS *Alexandria* (SSN 757), the students and staff at the Basic Enlisted Submarine School and the consolidated public affairs staff at Groton.

Did you know?

The First Underwater Mine was invented about 1771 by David Bushnell, an American from Connecticut. It would be carried beneath an enemy hull by a small submersible boat (also invented by Bushnell) and attached to an enemy ship by a drill. The explosion would be triggered by a timing device. The device was used successfully during the Revolutionary War to blow up a British schooner.

The First *Nautilus* was created by Robert Fulton and launched in Paris, July 24, 1800. She was built of wood with iron ribs and was completely covered with copper. Driven by hand-cranked propellers, diving and rising were made possible by flooding special tanks, then expelling the water by means of a pump. Her underwater speed was one knot.

In Early Submarines, the oxygen level was indicated by a candle, which also provided light.

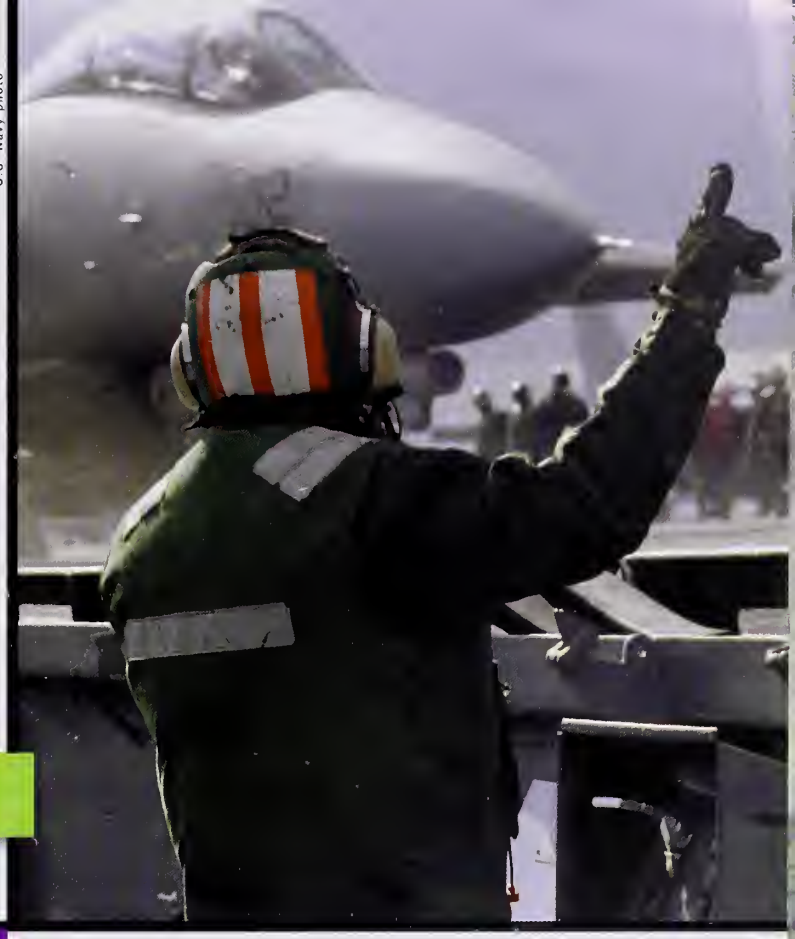
The First Submarine to Sink an enemy warship was the Confederate submarine *H.L. Hunley*. She sank the Union warship *Housatonic* Feb. 17, 1864, off the coast of Charleston, S.C. *Hunley*, unfortunately, was unable to sail away from *Housatonic* and the shock wave took her down as well.

Torpedoes are named for a type of fish capable of paralyzing its prey with an electrical shock.

The First U.S. Submarine was USS *Holland*, built in 1900. She had a speed of 7 knots surfaced, made possible by her 45-horsepower internal combustion engine. By 1914, the United States had 38 submarines.

During World War II, U.S. submarines accounted for about 60 percent (more than 1,300 ships) of Japanese tonnage sunk, yet the submarine strength at that time was less than 2 percent of the U.S. fleet.

any day...



U.S. Navy photo

in the NAVY 1999

All Hands wants quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and their family members at work and at play – performing those daily tasks that contribute to mission accomplishment. The oot has been extended to encompass an entire week to allow commands more xibility. Selected photos will be published in the October 1999 issue of *All Hands*.

Photographs taken should reflect the diversity of both people and capabilities in e U.S. Navy and must be shot during the week of Sunday May 23 through Saturday ay 29, 1999. Photos depicting safety or uniform violations will not be considered. ne best shots tend to be candid and unrehearsed, displaying the imagination and eativity of the photographer.

All submissions must include full credit information (see below). Captions must e attached individually to each photo or slide.

To be considered, photos must be received at *All Hands* by July 5, 1999. Photos ill not be returned. Submit processed and mounted color slides, or quality color ints, either 5x7 or 8x10. Digital images will also be accepted with a minimum xel size of 2,000 X 1,200 (approximately 5X7 at 300 dpi). Digital images can be ubmitted on a zip disk with cutlines and photo credits embedded. Zip disks will ot be returned.

Commands with digital photo capability can send attached .jpg files to Chief of formation Navy News Photo Division at navynewsphoto@hq.navy.mil. The subject ne for all such submissions should read: Any Day Submissions.

ail submissions to: Naval Media Center, ATTN: All Hands Photo Editor, NAVSTA ashington, Anacostia Annex, 2713 Mitscher Rd., S.W., Washington D.C 20373-19. Be sure to mark all packages as "Any Day Submissions."

Photocopy this form and attach a completed copy to each photo you submit.

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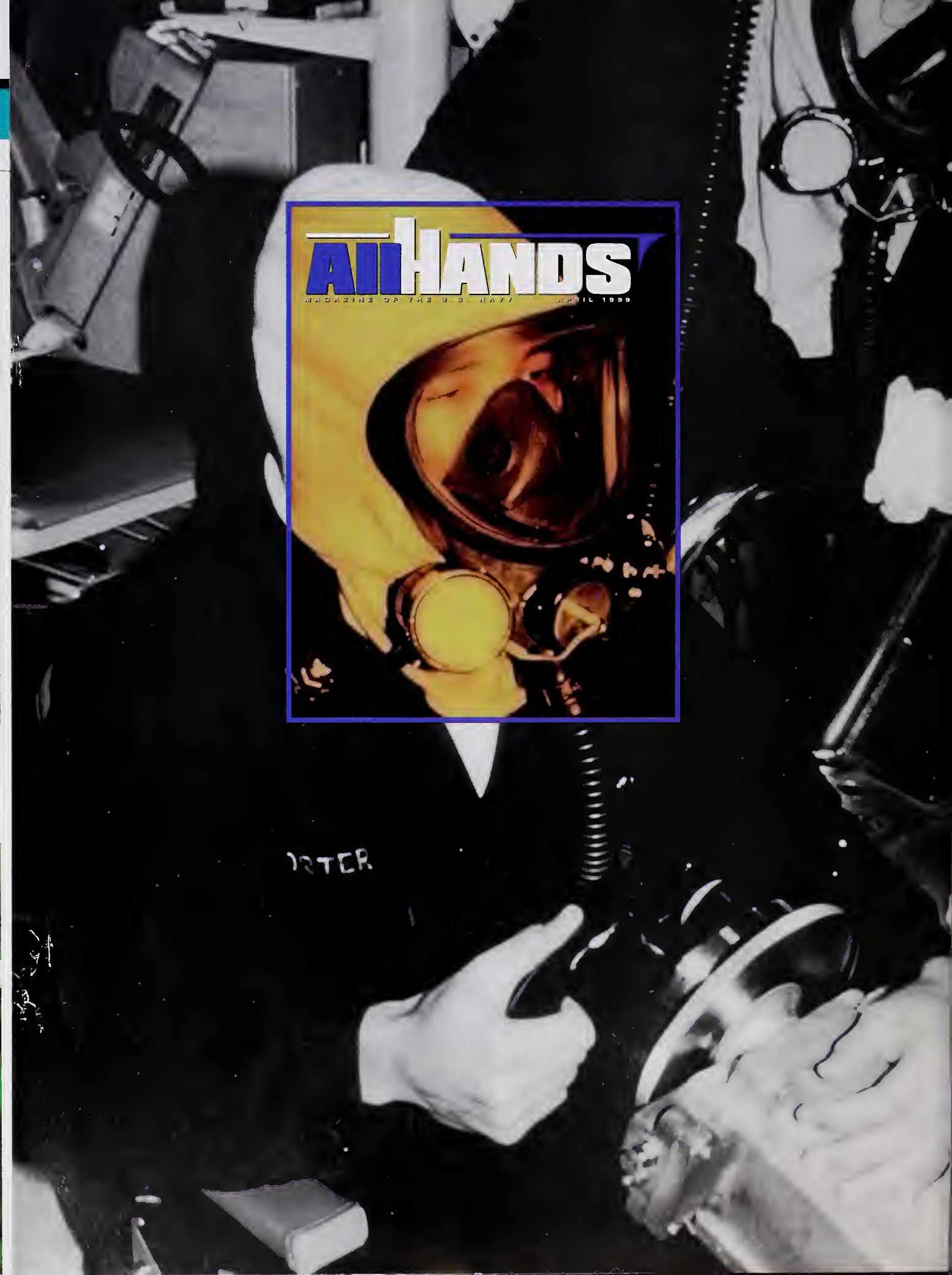
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All HANDS
MAGAZINE OF THE U.S. NAVY
APRIL 1999



All HANDS

MAGAZINE OF THE U.S. NAVY MAY 1999

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Sports & Fitness

Navy Athletes Go the Distance

359 .05 A416 per.

All Hands

May

Number 985



Features

12 America's Team Gets Underway
Troy Aikman is one of only three quarterbacks in NFL history to win three Superbowls. But when he and 10 other members of the Dallas Cowboys made an arrested landing on the flight deck of USS *Constellation* (CV 64), it didn't take them long to recognize they had some competition for the title "America's Team."

16 Down and Dirty
What do you get when you mix dirt, mud and some leather with a whole lot of sweat and a little bit of manure? A sweet-smelling perfume – if you ask any of the hundreds of Sailors who have participated in events sponsored by the Military Rodeo Cowboys Association (MRCA).

20 Fantasy Baseball
Two Sailors get the experience of a lifetime when they suit up for a day of spring training workouts with the Oakland A's and Anaheim Angels.

24 The Best vs. The Rest
HM3 Kevin Montford, who is currently working out at the Olympic Training Center, Colorado Springs, Colo., is guilty of trying to become one of the best triathletes in the world.



Photo by JO1 Rodney J. Furry

All Hands

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28 **Elizabeth the First**
With one swift kick to the gut, HM1 Elizabeth Evans could ruin your day. She could shatter a few ribs, cause internal bleeding or make you lose last night's dinner. But you wouldn't know it to look at her.

32 **Athletes of the Year**
LTJG Gary Sullivan and SM1 Pamela Larry take this year's honors as the best athletes in the Navy.

34 **Inner Fire**
It's all been leading up to this for BM3 Israel Gorrocino. He steps into the ring. The bell sounds. His fight is now.

38 **Form and Substance**
JO2 Michelle Tuggle is strong, vibrant and has a growing list of victories in the world of competitive bodybuilding.

41 **Building a Better Body**
Summer is coming and the beach is calling. But that body of yours hasn't seen the inside of a gym since September. Don't worry, it's not too late. You still have a couple of months to shape up before the sun really gets hot.



Photo by JO1 Robert Benson

Departments

6 **Around the Fleet**

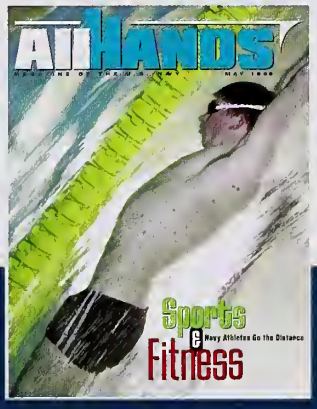
42 **CyberSailor**

44 **Eye on the Fleet**

48 **Shipmates**

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www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Cover

HM3 Kevin Montford pushes off for another lap in the pool at the Olympic Training Center, Colorado Springs, Colo.

Photo by JO1 Robert Benson



On the Back Cover

YN1(AW) Lewis Weaver (with football) and QM1(SW) Steven Hager from the staff of Cruiser Destroyer Group 1 give Troy Aikman a little pass protection on the hangar deck of USS *Constellation* (CV 64).

Photo by JO1 Rodney J. Furry

Wild Ride



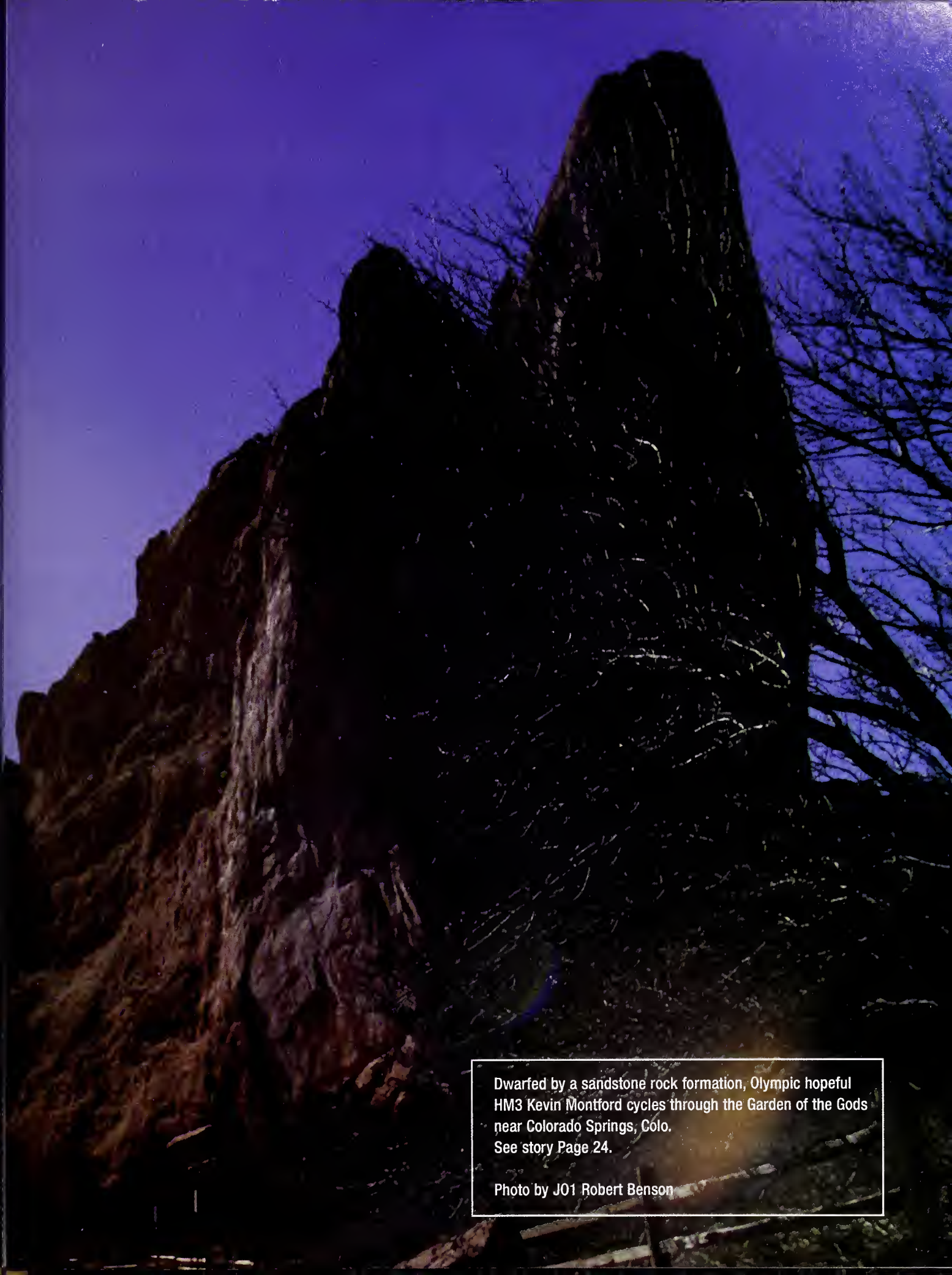
More than 40 service members participated in the Military Rodeo Cowboys Association World Finals at Camp Pendleton, Calif., including 15 Sailors and this red-faced rider, Marine Corps Lance Cpl. Leon Phelps.
See story Page 16.

Photo by PH2 Aaron Ansarov



Like a **Rock**





Dwarfed by a sandstone rock formation, Olympic hopeful HM3 Kevin Montford cycles through the Garden of the Gods near Colorado Springs, Colo.
See story Page 24.

Photo by JO1 Robert Benson

Around the Fleet

Mistaken Meeting

The meeting between FDR and the Saudi king in 1945 [as mentioned in the February 1999 issue] did not happen [in the Persian Gulf], but in the Great Bitter Lake in Egypt, a body of water through which the Suez Canal passes. And far from being unscheduled, the meeting was carefully planned and a U.S. Navy destroyer actually transported the king to the meeting from Saudi Arabia.

Joseph McMillan
Principal Director,
Near East & South Asia
OSD International Security Affairs

Forgotten Physiology

This is in reference to the 'I Believe I Can Fly' article in the March magazine. It was a good article, but you missed a very important aspect. I was very disappointed to see that nowhere in the article was there any mention of the aviation physiology training itself. We are a integral part of the ASTC training.

We have PRs, HMs, AMEs and a physiologist who play a technical role in teaching the physiological effects of flying. We cover hypobaric training, parachute landing falls, G-LOC, ejection seats, disorientation, land survival and other various training. Our job is to help prevent mishaps, if possible, not just how to survive the crash or ditch. I feel that all of what ASTCs do is important because we all play a key role in prevention and survival.

HM2 Karen Roberts
ASTC Physiology Training Dept.
Naval Operational Medical Institute
NAS Pensacola, Fla.

Tell us something we don't know.

Send your comments to:
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or e-mail: allhands@mediacen.navy.mil

Chef Speaks Out

U.S. Navy Executive Chef Martin C.J. Mongiello, CEC, CFE, CFPH who is stationed at Commander Submarine Group 7, Yokosuka, Japan, was back in the United States to share sushi secrets and sashimi sensations.

The former executive chef at Camp David, Md., and multiple award-winning cook was visiting the University of San Francisco to speak with professors at a Wellness Seminar. Leading the class was best-selling author, Dr. Dean Ornish's Executive Chef, Jean-Marc Fullsack and health guru Christen Anderson. Standing next to one of his French mentors, Mongiello commented on every facet of Japanese cuisine – from sushi to noodles.



Mongiello speaks with the chef students in the kitchen at the California Culinary Academy.

Chefs, like the "seasoned" Mongiello, bring credit to the Navy and their profession. They work hand in hand with associations like the American Culinary Federation and the International Food Service Executives Association to encourage and inspire students and other Navy mess specialists to help the culinary arts reach new heights.

Deckplate on the Web

Washington, D.C. NAVSEA's *Deckplate*, the technical assistance magazine for the fleet Sailor, is now available electronically on the Naval Sea Systems Command (NAVSEA) homepage at www.navsea.navy.mil.

Deckplate provides the fleet with the latest technical information to assist Sailors in working smarter, safer and in a more cost efficient manner. Often used as a supplement in ship and shore safety and maintenance training programs, Deckplate strengthens technical expertise by presenting clear information on issues encountered in the day-to-day activities of our sea-going forces. Articles cover repair, modification and logistics issues related to combat and ship systems, ordnance systems, new fleet equipment installations and safety.

If you have input or ideas for future editions, please contact *Deckplate's* editor, Gail Wassom via e-mail at: deckplate@navsea.navy.mil, or call (703) 602-6920, ext. 210.

By NAVSEA public affairs.

Navy Expands Enlistment Opportunities

The number of non-high school diploma graduates allowed to enlist in the Navy could soon increase from 5 to 10 percent. This is one of several recent initiatives approved by Secretary of the Navy Richard Danzig to expand enlistment opportunities.

Up to an additional 2,600 people could be recruited based on their work experience, above average test scores and good references. The Navy, realizing that many young people fail to complete high school for a variety of reasons, is looking to give them another chance to prove themselves.

"My father was a dropout at age 16, and with a letter from his mother he joined the Navy," Wendy G.M. Fox wrote in her editorial to *The Morning Call*, in Allentown, Pa. "While serving on USS *Wasp* (CVS 18), he earned his GED and through his outstanding performance, the Navy gave my father the chance to become an officer."

Fox's father, CAPT J.J. Galinsky, earned a master's degree in business, a doctorate in computer science and learned seven languages to become one of the Navy's top cryptographers.

Secretary Danzig said that non-high school diploma recruit training graduates have higher retention rates and perform as well as – and sometimes better than – their fellow Sailors who arrive at boot camp with a high school diploma.

Do you know a young man or woman who wants to join the Navy, but didn't get that high school diploma? Encourage them to sit down with a Navy recruiter. They still have options.

Story by Dennis L. Everette, editor Navy Wire Service.

USS Stethem Stamps Out Y2K Bug

During a recent two-day comprehensive systems test, the crew of USS *Stethem* (DDG 63) proved their readiness for the Year 2000.

In conjunction with the Naval Surface Warfare Center and a civilian contractor, *Stethem's* operators and technicians rolled all calendar-dependent systems forward to Dec. 31, 1999. Though the ship remained pierside, all warfare and propulsion systems were aligned and watch stations manned for an underway operation. *Stethem* then conducted multiple casualty control and operational tests, including engineering and casualty control drills, and an overall combat system operability test. These tests were conducted on a simulated New Year's Eve and again on New Year's Day to evaluate Y2K compliance.

Engineering plant controls and monitoring systems were the first to be evaluated. As watchstanders operated main engines, fire pumps and generators, supervisors watched the clocks on their display units in anticipation of the 21st century "rollover." When Jan. 1, 2000, 00:00:01 presented no faults to *Stethem's* engineering plant, her crew breathed a collective sigh of relief.

In the Combat Information Center, *Stethem's* combat watch team simulated an *AEGIS* Combat Training System (ACTS) scenario. Firing simulated surface-to-air missiles, five-inch projectiles and torpedoes, *Stethem* tested her surface, air and undersea warfare capabilities across the date transition to 2000. The *AEGIS* weapons system is a complex and highly integrated computer network. The potential for Y2K computer-to-computer communication glitches is great, and the implications are serious. But here, as in the engineering plant, no faults occurred.

The evaluation served as a validation not only of *Stethem's* combat and engineering compliance, but of a commissioned ship's ability to test its own Y2K compliance.

"It's good to know this ship and the Navy will be able to continue carrying out our missions next year," said Electronics Warfare Technician 2nd Class Steve Semmelmann.

Story by LTJG Jason L. Watkins, USS Stethem *(DDG 63).*

Countdown to the Millennium

DAYS	HOURS	MINUTES	SECONDS
245	16	29	59

Y2K and You

Q: I'd like to learn more about Y2K and how it relates to the Navy as well as my personal computer. Are there any good web sites to get me started?

A: There are many Y2K sites that are easily accessible on the Internet. Start by looking at the Navy–sponsored web sites that specifically address Y2K. The following are two excellent sites:
www.doncio.navy.mil/y2k/year2000.htm
www.cnoy2k.navy.mil/ny2k/ny2k.htm
Both of these sites have lots of specific information about the Navy's Y2K actions, as well as links to other major Navy sites such as BUMED, CINCLANTFLT, CINCPACFLT, CINCUSNAVEUR, NAVFAC, NAVSUP, NAVSEA, NCTS, SPAWAR, and USMC.
The World Wide Web also has lots of information relating to Y2K. Start by looking at sites that link to specific Y2K information. Here are two ideas:

Y2K Links at **www.y2klinks.com** contains news headlines, links to other sites and information about free software and Y2K Central has general information at **http://home.earthlink.net/~ddrasin/y2kcentral.html**.
If you have access to search engines, you can tailor your search. For example, if you have a question specifically on Y2K Windows problems you could type the following in the search box, "how to fix windows Y2K problems." When our staff tried this search (including the quotation marks), one of the links it yielded was a site sponsored by Windows, http://**www3.zdnet.com/zdhelp/filters/window**. We found a specific section on Y2K fixes to the Windows program, but, we wanted more information. We used the results from that search to see if we could get even better info. We tried searching on "zdnet Y2K" (this time without quotation marks) and found even more specific results. One of the links we found was **www.zdy2k.com/zdy2k**. By clicking on "All the Y2K FAQs" we found a great section entitled "Is my copy of Y2K Microsoft Windows Y2K ready?" which gave specifics on the different versions of Windows. Although the Navy does not specifically endorse nor independently test any of these sites or solutions, as a consumer you can easily learn about many Y2K resources simply by surfing on the Internet. Now you can fire up your PC and get moving!

Do you have a Y2K question you would like us to answer? **Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:**

***All Hands*, Naval Media Center**
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

EOD Detachment Practices Fastroping

Explosive Ordnance Disposal (EOD) Mobile Unit 5, Det. 31, currently attached to Commander, Amphibious Squadron (CPR) 11 aboard USS *Belleau Wood* (LHA 3), recently had the opportunity to hone their fastroping skills aboard USS *Germantown* (LSD 42).

Fastroping is used to insert EOD teams into an incident site that may be too remote or too difficult to reach by normal means due to rough or uneven terrain.

"While embarked on a ship at sea, fastroping can also be used to respond to an incident aboard another ship if the flight deck is cluttered, or on a smaller ship where a helicopter can't land," said LT Shaunna M. Corcoran, officer-in-charge of *Belleau Wood's* EOD detachment. "It's pretty much like sliding down a firemen's pole, except we use a rope, and we're jumping out of a helicopter." The rope is either 60 or 90 feet long, and approximately two inches in diameter.



A view from inside a CH-46 helicopter's "hell hole" as a member of EOD Mobile Unit 5, Det. 31, fastropes to *Germantown*'s flight deck.

EOD personnel are responsible for detecting, recovering, identifying, evaluating, rendering safe and disposing of any unexploded ordnance that could threaten people, material, installations, ships, aircraft and operations. USS *Belleau Wood* and USS *Germantown*, along with USS *Dubuque* (LPD 8), are underway in the Arabian Gulf in support of Operation *Southern Watch*.

Story and photo by LT Lisa Brackenbury public affairs officer, Commander, Amphibious Group 1.

Day Trip

The last time Robert Ramsey saw his father was at his wedding in Scottsdale, Ariz., almost four years ago. Ramsey's father works in the United Arab Emirates, and he doesn't get stateside very often.

About a year ago, Ramsey joined the Navy and became an aircrew survival equipment man assigned to Strike Fighter Squadron (VFA) 97 out of Lemoore, Calif. When he found himself attached to USS *Carl Vinson* on a deployment to the Arabian Gulf, he suddenly had a great idea.

"When I found out we were going to the Gulf, I thought it would be cool to try and see him," said Ramsey. "I ran the request through my leading petty officer and up the chain of command."

James Ramsey has been doing telecommunications work for Raytheon in the UAE since 1990. "My boss gave me the idea that I might be able to see him," he said. "I was just hoping that he could get leave or something. Even if I could see him on the pier, it would be worth it."

PR3 Robert Ramsey and his father, James, embrace on the flight deck after a four-year separation.

Photo by PHAN Jose Cordero

PR3 Ramsey was anxious for his father to arrive. "I am really looking forward to seeing him again. I can show him pictures and tell him he's going to be a grandfather again. It will also be nice to show him what I do and where I work," he said.

The weather was clear February 7th and at about 2 p.m. father and son were reunited on the flight deck.

"It was pretty emotional," said the elder Ramsey. "I was just happy to get this chance to see him again."

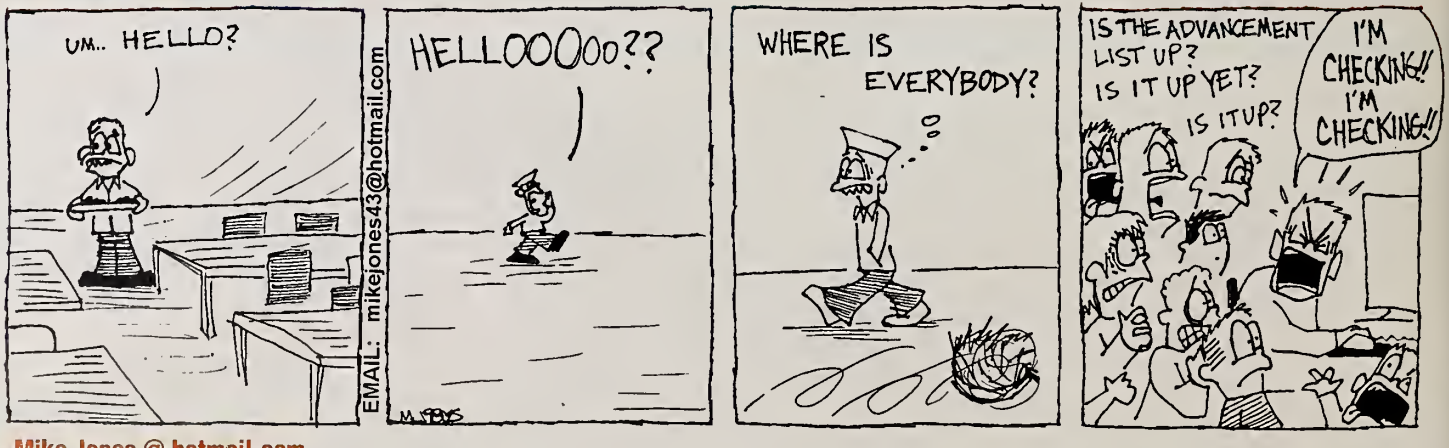
After hugs and handshakes, PR3 Ramsey took his father below to show him around. This was the elder Ramsey's first time on an aircraft carrier.

"It's amazing to see what you can do on just 4 and half acres," said Ramsey. "I look forward to seeing everything. I'm glad you guys are out here taking care of things."

Story by JO3 James Stilipec, USS Carl Vinson public affairs.

Ricky's Tour

By JO3 Mike C. Jones



Mike Jones @ hotmail.com

Going for Gold



Olympic gold is Navy-wrestler Eric Moeller's dream. The Machinist's Mate 3rd Class recently flew off USS *Carl Vinson* (CVN 70) heading for the All-Military Tournament in Bremerton, Wash. This is the first of several tournaments on his journey. "If I win this tournament, I'll go to the Olympic training camp in Florida," said Moeller, a native of Morgan Hill, Calif. "If I make the cut there, I'll join the All-Navy team and compete in the Armed Services Tournament. If I win there, I'll go to the Nationals and hopefully I'll go on from there, to the World Games in Croatia. If I make it there, I'll go to the Olympics."

According to Moeller, winning the regional tournament is the key. "If I can go to the camp, I'll get training at an Olympic level and that will prepare me to go all the way. It's the stepping stone to my Olympic dream. It's going to be tough. I'm going against a high level of competition. A lot of these guys eat, breathe and sleep wrestling."

Moeller wrestled in high school and during his first semester at college. He joined the Navy in 1995 to earn money for college. While in the Navy, he wrestled in five tournaments and won first place in each. In 1997, he won twice at the All-Military Tournament in two different weight classes. Not only did he earn two gold medals, he was also voted most valuable player of the tournament. Moeller couldn't compete in the 1998 All Military Tournament because he was not in a permanent duty status at the time.

The head coach in charge of the All Military Tournament, Rob Herman, remembered Moeller from 1997 and invited him to compete in this season's All Military Tournament.

"I've always supported Navy sports," said MM1(SW) Knut Hoelstad, a native of Seeley Lake, Mont. Hoelstad is Moeller's divisional leading petty officer and work center supervisor. "He has great skills. Anyone with talent should take an opportunity like this. I think he deserves it.

"He's a good over-all Sailor and a good guy. I think he will represent the Navy well and I think he will make it to the Olympic team. I told him when he gets to the Olympics to send a picture of the team back and we'll hang it in the office."

"It will be nice to say we know someone in the Olympics," said MMC(SW) Allen Anderson of Bremerton, Wash. "If anyone could make it to the Olympics, he could. It's sad to see him go because he was such a good asset to us. But it would look great for the Navy to have a Sailor in the Olympics."

Story by JO2 Andrew Garten, USS Carl Vinson *(CVN 70) public affairs.*

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

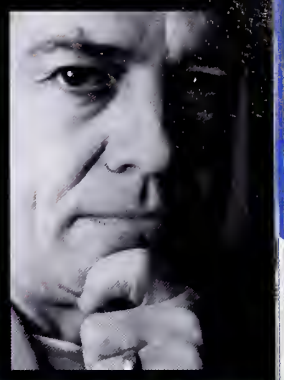


Photo by JO1 Robert Benson

The following questions were taken from a recent all hands call at Naval Air Station Ingleside, Texas.

Q: Why does it take so long to receive payments from our GI Bill?

A: Unfortunately, the system is slow and not easy to fix. It is being worked on. The good thing is most educational institutions understand this and are willing to work with you.

Q: Why is it so hard for GENDETS to strike out of their divisions? It seems to be especially difficult for seamen.

A: The problem goes back to manning shortages. Each command is a little different, but as manning shortages dissipate, this will change. Unfortunately, it will not happen overnight.

Q: How is the new FITREP/Evaluation system working?

A: It's doing well – as we expected. Working groups have met annually and will continue to do so to improve on the system and address any concerns. Changes from the most recent working group include lifting the requirement for closeout evaluations on E-1 to E-5 personnel and the mandatory requirement to place Sailors with an approved resignation/Fleet Reserve/retirement request in a separate sub-category. Overall, I believe we are where we wanted to be.

This final question was taken from an all hands call at Naval Hospital Corpus Christi, Texas.

Q: Where are we headed with homebasing?

A: Wherever I go in the fleet, I get asked this question. Perhaps it would be easier for me to explain homebasing by first telling what it is not, instead of what it is. Homebasing does not guarantee a Sailor will spend 20 years in one geographical location. Most Sailors who homebase should expect to do at least one tour, if not two, away from their homebase location. The reason for this is that we have many billets located in the heartland and overseas. Also, your ability to homebase depends on your rating. Not every rating is able to homebase in every fleet concentration area. Fleet manning is and must remain our No. 1 priority.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

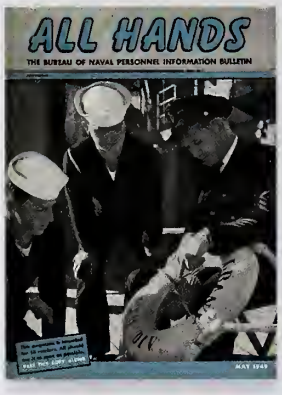
Around the Fleet

TIME CAPSULE

Fifty years ago, the May 1949 issue of *All Hands* also looked at the Navy's sportsmen – among other things.

Sports Shorts: The All-Navy All-Star basketball team for 1949 was selected. The All-Navy baseball tournament – the "Sailor World Series" – was scheduled for the week commencing Sept. 11, 1949. Two Sailors set the new Navy free throw record, and the Navy Yacht Team entered the Trans Pacific Ocean Race from San Pedro, Calif., to Hawaii.

In other sports news, five of eight All-Navy Wrestling titles went to West Coast Sailors, while on the East Coast the Norfolk Flyers captured the All-Navy Basketball crown.



Through rain and snow: "Now hear this: All division mail petty officers lay down to the post office and pick up mail." A familiar sound? In the days before postal clerks, approximately 800 telemen (TEs) delivered mail to anxiously awaiting Sailors.

It's a plane: An *All Hands* staff writer flies on the Navy's *Constitution*, the largest commercial-type airplane in the world, on a cross-country run from Washington, D.C., to San Francisco. Weighing in at 92 tons, "She flies just like an overgrown fighter," said LCDR L.R. Burnette, one of her four pilots.

Silver anniversary: The Great Lakes *Bulletin* continues to pass the word along to the 20,000 bluejackets stationed at Naval Training Center, Great Lakes, Ill.

New hardware: The light cruiser USS *Roanoke* (CL 145) is commissioned at the Philadelphia Naval Yard. The 14,700-ton vessel carries 12 six inch guns and is named for Roanoke, Va., the birthplace of Secretary of Defense Louis Johnson.

New Age JASS

The Joint Advertising and Selection System (JASS) is being called the "future of enlisted detailing" by the Bureau of Naval Personnel (BUPERS). In the two years since its introduction, JASS has leveled the playing field for Sailors up for orders, giving them a full view of all available vacancies in every rating and eliminating much of the anxiety surrounding detailing.

But teaching 320,000 Sailors how to use a new system is no easy task, so BUPERS is sending a three-person team to Navy bases worldwide. The team will teach senior Sailors what JASS can and can't do, and how they can maximize its benefits for their junior Sailors.

"JASS allows us to 'batch detail,' which lets the Navy optimize a Sailor's skills, improve readiness throughout the fleet and save the Navy money," said LCDR Steven Benner, the Engineering and Hull Assignments Branch head at BUPERS.

The way JASS works is simple: Every three weeks, BUPERS makes a new batch of requisitions available to command career counselors (CCCs) worldwide listing all projected billets for all ratings in the coming nine months. These billets are listed by priority, with information included about location, type of duty, etc. If a Sailor is interested in a particular billet, he applies for the job by filling out a form, which the CCC submits to the detailer. The detailer looks at the pool of applicants, considers any special circumstances and issues orders to the best-qualified Sailor.

Detailers have many criteria to determine who is most qualified for a billet. For example, if two fire controlmen are applying for the same billet on a cruiser and one has a Navy Enlisted Classification (NEC) that would be desirable for the billet, and the other does not, the orders will usually be written for the Sailor with the NEC.

"Every enlisted rating is now part of JASS except special programs, so all Sailors should get their next orders through JASS," Benner said.

Story by JO1 Mike Morley, USS Kitty Hawk *(CV 63) public affairs.*

1999 Blue Angels Marathon

Under sunny skies, 1,057 runners recently ran the 16th Annual Blue Angel Marathon. Naval Air Station Pensacola, Fla., home of the "official marathon" of the U.S. Navy, attracted runners from coast to coast and several countries.

The overall male winner with a time of 2:26:36 was Rudolf Jun of Fort Walton Beach, Fla. The top female winner was Sarah Kramer of Fort Walton Beach, Fla., with a time of 2:56:07. The wheelchair category was won by Raphael Ibarra of Mandeville, La., with a time of 2:21:41.

Rodman's Closure Is Far Reaching

By JO1 Michael J. Viola

Naval Station Rodman was not your average naval station. Instead of ship-lined piers, miles of tarmac and towering buildings on every street, there was a more serene feeling of swaying palm trees and lush foliage. The weather was rarely poor and the atmosphere of the base was calming. The Navy has been in Panama for more than 100 years and in late April 1999 the last U.S. Navy Sailor passed through the gates of Rodman Naval Station. This came as a part of the implementation of the Panama Canal Treaty of 1977.



U.S. Navy Photo



U.S. Navy Photo

USS *Missouri* (BB 63) transits the Gatun Locks of the Panama Canal, Nov. 18, 1944, on the final leg of an around-the-world shakedown cruise.

(opposite) USS *Memphis* (ACR 10) transits the Panama Canal, circa 1916 with assistance from the tug *Mariner*.

The treaty, which mandated the transfer of all land currently used by U.S. Forces to the government of Panama not later than Dec. 31, 1999, took effect in April for the naval station. "U.S. Forces had a plan since 1992," explained Nancy E.B. Trotter, director, Treaty Implementation Office and executive director of NAVSTA Rodman. "Many changes occurred since the initial plan – there were accelerations, increases and decreases in personnel and a variety of property transfers, some on schedule, but mostly ahead of schedule. This has been a long road, but I feel we are ready."

Ready indeed. The 56-year-old base was once the Navy's hub in Central America. At its peak in the 1960s, Rodman had hundreds of Sailors on its staff. Rodman was located at the Pacific side of the Panama Canal and was used as a layover for U.S. Navy ships in transit of the Canal.

"Ships with medical needs beyond their capability would send their people ashore to one of our military hospitals," said Hospital Corpsman 1st Class Nelson Fox, medical liaison, NAVSTA Rodman. "Now that we are closed, ships will either have to go through the Embassy or wait until they reach their destination." In FY98, more than 10,000 Sailors visited Rodman on 28 ships.

Rodman was more than just a waystation for ships between ports. This naval station was home to U.S. Naval Small Craft Instruction and Technical Training School (NAVSCIATTS).

"This was the only school in the Navy that taught primarily in Spanish and in an environment familiar to the students," said CDR Mark C. Farley, commanding officer, NAVSCIATTS. Since its commissioning in 1963, more than 5,000 students have graduated.

NAVSCIATTS was disestablished Jan. 15, 1999, but a similar school has been established in the United States.

The lush greenery and tropical climate made Rodman a great place to be stationed. "Panama must be one of the Navy's best kept secrets," said LCDR Tim G. Szymanski, commanding officer of Special Boat Unit (SBU) 26. "This climate makes for great training. The local people are friendly and since this is our theater of operations, it's invaluable to be able to train right on the canal." Right down the road from SBU 26 is Naval Special Warfare Unit (NSWU) 8.

The two teams work closely with each other. "One of our jobs in this region is to patrol the Canal for drug interdiction operations. It is definitely a benefit to be on the same base and right in the middle of the action," said LCDR Edward G. Gallrein, executive officer, NSWU 8. "We train and work closely with the boat unit which leads to a more cohesive team."

Szymanski explained that the two teams have decommissioned. But the jobs have remained the same – just less convenient. Instead of having a permanent team in Panama, SBU 22, homeported on NASA Base Stennis, Miss., and NSWU 4, homeported in Norfolk, will deploy regularly to this region.

Despite Rodman's closure, the Canal will still be a vital asset to the world. Since the Canal opened in 1914 more than 700,000 vessels, from every nation in the world, have passed through its locks.

Viola is assigned to the CINCLANTFLT public affairs office.

America's Team







He's one of only three quarterbacks in the history of the NFL to lead a team to three Super Bowl victories, and with a passing percentage of 61.8 percent, Troy Aikman knows a little bit about what it means to be a winner. So when he and 10 other members of the Dallas Cowboys' team and staff made an arrested landing on the flight deck of USS *Constellation* (CV 64) recently, it didn't take long for them to recognize they had some competition for the title of America's Team.

Story and photos by JO1 Rodney J. Furry



GETS UNDERWAY

The Dallas Cowboys get a look at how the U.S. Navy stays sharp and fit aboard USS *Constellation*.





Troy Aikman watches as *Constellation* aircraft are catapulted off the deck during flight operations.

With a heavy schedule of flight operations in full swing for most of their overnight stay on *Constellation*, the Cowboys got a close-up look at the Navy's idea of endurance training.

"It's hard for me to relate to what these [Sailors] go through," Aikman said. "With all of the activity of just getting around the ship, it's given me an entirely new perspective on how fit Sailors are." After several trips up and down *Constellation's* 17 stories of ladders, even the Cowboys started to show a little wear and tear.

During their 24 hours aboard the ship, they watched Sailors working in full underway tempo, and marveled at the grueling schedules they kept. As professional athletes, Aikman and his teammates have the luxury of multi-million dollar facilities and a staff of trainers and coaches focused on keeping them in top physical condition. So when they experienced the dedication displayed by a group of Sailors during a visit to *Constellation's* aft gym, they couldn't help but express awe at how the crew finds time for physical fitness.

"From what I've seen on the flight deck, Sailors get a fair amount of exercise just doing their jobs and moving around the ship. Whatever they can do to supplement that here in the gym seems to be doing a pretty good job," Aikman said.

Dallas defensive tackle Chad Hennings, a 1987 Air Force Academy graduate who served a four-year commitment as an A-10 pilot before joining the Cowboys in 1992, is no stranger to the rigors of military life. But as he and tight ends David LaFleur and Eric Bjornsen stood on the landing signal officer's platform watching a wave of aircraft recoveries he was impressed by the endurance of the swarms of flight deck Sailors.

"I'm [amazed] at the number of hours these guys work and still find time to work out," said Hennings. "The amount of energy they seem to have despite their hectic work schedules is amazing."

Though weight training is important to a football player as a means of maintaining strength and weight, Aikman suggested that some kind of endurance training would fit best in the underway environment aboard a ship.

"If I were to find myself working in an environment like this, I would probably just try to do some cardio-vascular training, or something like that, just to keep myself in some kind of good shape," he said.

Hennings added, "Being a pilot myself, I know the importance of maintaining a good anaerobic routine, so that my body is strong enough to handle the G-forces of jet flight." At 6 feet, 6 inches, and weighing in at almost 300 pounds, Hennings knows how to intimidate quarterbacks, and he knows his way around a



AN Alfredo Fletcher gets a spot on the bench press from Cowboys' Defensive Tackle Chad Hennings.

Known for their dexterity, the Cowboys manage to eat *and* sign autographs during a lunch break in the Chief's Mess.



Chad Hennings eats breakfast with a group of Sailors on *Constellation's* mess decks.

pile of weights. So when a Sailor asked him for a spot on the bench-press, he didn't waste any time lending a hand.

"This is a great looking gym. I like what's available here, but naturally, I would like to see more weights. You can't have too much when it comes to fitness facilities," he said.

The combined weight of the visiting football players added an extra 2,000 pounds to *Constellation's* payload, and with that much muscle to feed, it was only a matter of time before they found the mess decks. Though sliders (hamburgers) were a big hit with the Cowboys, Aikman was quick to point out that nutrition is important to a serious physical fitness program, and if you subscribe to his philosophy, it doesn't take a rocket scientist to eat the right foods.

"I don't really study my nutrition all that hard. Some people get into the science of it, like how many carbohydrates and proteins they're eating, but I don't really believe in all of that. I just try to avoid the foods that I know are bad for me and eat the stuff that I know is good," he said. He went on to describe how to use common sense in your diet.

"People know what's healthy and what's not," he said, "Just avoid the obvious things like fried foods and things of that nature and you'll be fine."

Hennings offered his vote of approval for the variety of healthy foods he found on the mess decks and added that it was impressive in light of the numbers they serve every day.

"I saw a really good balance of nutrition in there, and they have a very efficient system for feeding so many people. Obviously, they've had more than 50 years to perfect it," he said.

Aikman added that it was a good thing they were getting in a few good meals as the Cowboys were about to get back in the gym to tackle a pretty intense weight-training program after a short post-season break. So, with a new perspective on how the Sailors aboard USS *Constellation* eat and stay fit, the Cowboys took one last offer of the crew's hospitality and accepted a 130-miles-per hour catapult shot into a winning 1999 season.

Furry is a San Diego based photojournalist for All Hands.







The cowboy must wrestle this calf down and tie it up as part of the competition.

Marine Corps Sgt. Randy Kuker, with Headquarters Marine Corps, Washington, D.C., gets thrown off a bucking bronco at the Military World Rodeo finals at Camp Pendleton, Calif. He walked away unscathed.

D

Story by JO1 Rodney J. Furry
Photos by PH2 Aaron Ansarov

Down and Dirty



Rodeo clowns help a limping rider out of the arena.

True Sailors, the ones with brine running through their veins and harrowing sea stories running in their heads, get excited at the smell of the sea. One whiff of a cool ocean breeze and they get that misty, glazed look in their eye. Even though their body may be shackled ashore, their mind is surging through distant swells.

The funny thing is that for many Sailors, the smell of dirt and leather, and the feel of a wooden fence rail have the same effect. For them, a dusty rodeo arena is like perfume.

"I would say it has consumed me. It's an addictive lifestyle, whether it's the friends I've made on the rodeo circuit, or the feeling of being dead tired on a long road trip home after a show," said Construction Mechanic 3rd Class Albert Sanders, a champion bull rider and "chute dogger" attached to Special Boat Squadron 1, Coronado, Calif.

Since 1989, the Military Rodeo Cowboys Association (MRCA) has been feeding the addiction of cowboys and cowgirls serving in the military worldwide. At last year's MRCA World Finals Rodeo, Sanders, 27, showed the world that the Navy rides more than just waves when he captured the title of All-Around MRCA Champion. Not bad for a guy who met his first bull close-up only two years ago.

Growing up in rural Olalla, Wash., Sanders earned his money working on neighboring farms where he built up his sturdy frame by baling hay and tending herds of cattle. Though he worked with cattle, the dream of riding bulls in the rodeo seemed like somebody else's good fortune.



This cowboy looks confident as important last-minute preparations are made. The saddle has to be tight so the rider has better leverage during the ride.

"I watched it a lot on TV as a kid, and always thought it would be fun to do, but I never thought I'd get the chance," he said. He finds it funny that enlisting in the Navy gave him the chance to fulfill his dream.

During a tour in Gulfport, Miss., with Naval Mobile Construction Battalion 1, Sanders used to watch one of his fellow Seabees tame the rodeo addiction at a local arena. It wasn't until he transferred to California that another friend would introduce him to the lifestyle. Looking down into the chute and preparing to climb onto that first bull offered no preview of his fate as a champion, but it did reveal personality traits he didn't know he had.

"I call myself an idiot, because when I first laid eyes on that bull up close I had no fear. I wasn't scared even though I should have been. Luckily it worked out," he said.

Though the bull ended up getting the upper "hoof" at that first meeting, the seed was sown, and Sanders was hooked.

Physically, he's big for a bull rider at 6 feet, 1 inch and 225 pounds. In fact, he's better equipped physically for his specialty in chute dogging. But for this spirited cowboy, nothing can compare to that 8-second ride on a 2,000-pound powder keg of raging fury. But this isn't a sport for crazies.



Intense focus is important when competing, because letting go at the wrong moment could be catastrophic.

After a pause for thought, his voice expresses the respect he has for the struggle that happens between man and bull. "You can't play mind games with these bulls, because they're very smart. Lots of competition bulls are experienced and know what they're supposed to do when they come out of that chute. They learn how to throw riders," he said.

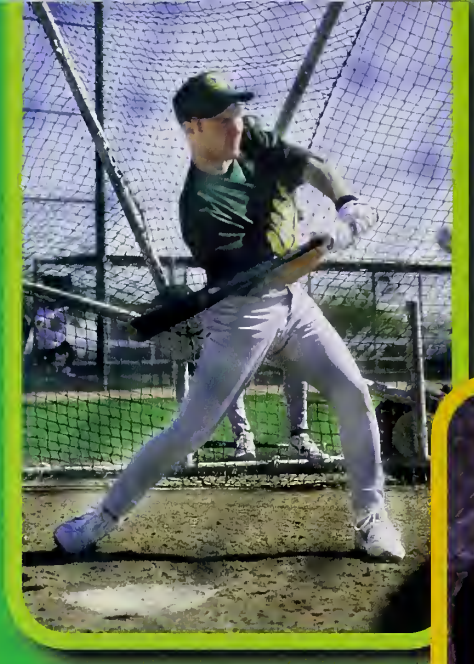
In fact, the sport requires a healthy respect for the bull's brains as well as its size. It's been said that a bull named Red Rock was so smart, he could tell which hand the cowboy was using to hold the rope, and would buck the opposite way where a cowboy's balance is weakest. The best way to ride a bull, according to Sanders, is with a combination of solid physical and mental training. The intensity of those few, short seconds he spends on the bull's back requires a cowboy to have good flexibility and a keen ability to rely on the muscle memory acquired through training and experience.

"You don't ride a bull consciously," he said. "You ride 'em subconsciously, kind of like being in 'the zone.' I'm a firm believer that once you open the chute gate, you have two things working for you — your unconscious mind and God's will," he said.

He lowers his gaze humbly every time he hears himself referred to as a champion. Obviously, he was taught the dangers of excess pride and he wears his title well. But it's also obvious that since he first bolted from the chute, he's been on a bucking freight train to success in the rodeo world.

Calling on one of his mom's favorite lessons, he said, "I never go a day without learning something new and improving myself. Because once you've learned it all, you might as well be dead." With that philosophy in mind, he's not too proud to admit that he's got his sights on more titles. But with a mischievous smile he confessed that what would really satisfy him is to out-ride his best friend and fellow cowboy, Chris Franklin.

Furry is a San Diego-based photojournalist assigned to All Hands.



Above: AW3(AC) Billy Ray Watkins of Memphis, Mo., takes batting practice at the Oakland A's spring training facility in Phoenix.

Below: PN3(SW) Mark E. Probst of Fresno, Calif., is critiqued by Anaheim Angels' bullpen/workout coordinator Mick Billmeyer.





Above: Watkins warms up with A's players before workouts.

Fantasy

Watkins Takes a Whack at the Big Leagues

As an anti-submarine warfare systems operator aboard USS *Dwight D. Eisenhower* (CVN 69), Billy Ray Watkins has a job that comes with its own unique pressures. Working in the ship's ASW module, this 3rd class petty officer is part of the team that coordinates search and rescue missions for "Ike."

Whether riding in the helicopter with the SAR crew or plotting and tracking in ASW, they are responsible for making sure that the operation runs smoothly. The team also tracks submarines. That requires in-depth knowledge of sonar and weapons systems. It makes for a full day.

Recently, Watkins was a member – if only for a day – of a different kind of team facing a different kind of pressure. He donned the green and gold of the Oakland 'A's and stepped in the batter's box to face a 90 mile-per-hour fastball.

Last December, A's pitchers Gil Heredia and Mark Holzemer visited USS *Constellation* (CV 64) and they came away with a great amount of respect and admiration for the men and women of the U.S. Navy. To show their gratitude, the As offered to make a Sailor a major leaguer for a day during spring training. Watkins, a native of Memphis, Mo., was selected to represent the Atlantic Fleet after having recently returned from a six-month Arabian Gulf/Adriatic Sea deployment. So he got on a plane to Phoenix, Ariz., for a day of workouts at the A's spring training facility.

When Watkins arrived, Heredia and Holzemer escorted him to the A's clubhouse where he found his own locker outfitted with a complete A's uniform. After suiting up, he met manager Art Howe and the rest of his new teammates. Finally, it was time to take the field.



Probst's Passion Plays Out in Arizona

Taking a break from his usual duties in the ship's office aboard USS *David R. Ray* (DD 971), Personnelman 3rd Class (SW) Mark E. Probst spent a recent weekend pursuing one of his life's passions: baseball. He didn't just have a catch with a friend or head to the local batting cage. Probst took the field with former American League MVP Mo Vaughn as the guest of the Anaheim Angels at their Tempe, Ariz., spring training facility.

Never mind that Probst had not played any organized ball in more than three years. After pitching for Sacramento City College and Merced College, both near his hometown of Fresno, Calif., the young right-hander was forced off the mound by chronic tendonitis in his pitching elbow. After enlisting in the Navy, he stayed in shape playing softball and flag-football. Then came the call to go to the big leagues.

Baseball

Story by JO1 Ron Schafer
Photos by PH1 James Hampshire



Above: Bob Alejo (left), the A's strength and conditioning coach, brings Watkins up to speed during morning exercises. Watkins was treated just like a rookie, and even got some good-natured ribbing.

Right: Watkins faces off against A's left hander Mark Holzemer.

Watkins was treated no differently than any of the other players in camp, aside from a little good-natured taunting. He stretched and warmed up, took infield and outfield practice, worked on fundamental drills and warmed up in the batting cage. Then came the moment of truth: stepping into the batter's box against a major league pitcher. In this case, the pitcher was none other than Holzemer. After letting up on his first delivery,



After making an off-season visit to USS *Constellation* (CV 64), Angels outfielder Jim Edmonds, infielder Troy Glaus and pitcher Troy Percival returned home impressed with the carrier's crew. Returning the favor, the Angels invited the Navy to send one of its Sailors to Tempe to work out with the ball club. Probst was selected from among a talented group of Pacific fleet Sailors and, before he knew it, was on his way to "the Show."

Arriving at camp, Probst suited up and met Angels' outfielder Tim Salmon, whom he shadowed during the day. Probst stretched and warmed up with the team, shagged fly balls, ran drills with the Angels' corps of outfielders and took batting practice with manager Terry Collins serving as pitcher. Collins had recently flown with the Blue Angels, the Navy's precision flight demonstration team, and said the discipline required to play at the major league level is very similar to that displayed by Sailors every day.



Probst pitches in the Anaheim Angels' bullpen. Probst, the "Major Leaguer for a Day" assigned to USS *David R. Ray* (DD 971), spent the day working out with the Angels at their spring training camp in Tempe, Ariz.

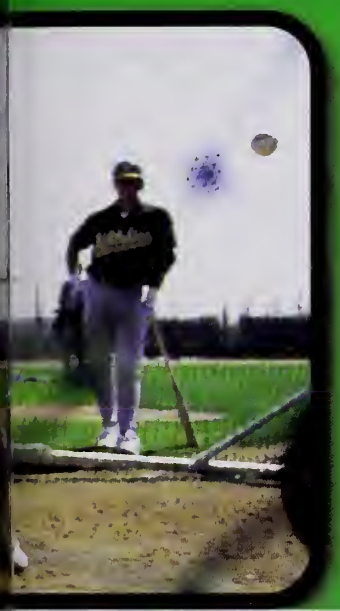
"Certainly, we don't do it on the same scale as the military," Collins began, "but you have to have self-discipline. You've got to have players who are willing to pay the price. It's easy to lead them and point them in the right direction, but now they have to get it done. The other similarity is teamwork. Teamwork is what it's all about and it starts from the lowest level. That's what Mark saw here. We've got 65 guys in camp out here all working together for one goal: to be the best. That's certainly the same thing the Navy tries to do.

Later in the day, Probst got the chance to take the mound in the bullpen under the tutelage of veteran pitching coach Dick Pole. Pole, who has worked with pennant-winning ball clubs and Cy Young award-winning pitchers, was impressed with Probst, saying he wouldn't have been surprised to find out that he has played in the minor leagues.

"I was pleasantly surprised at how well he threw," said Pole. "Sometimes when you do things like this, you're a little skeptical, but he threw pretty well. He's got a nice slider, he really

Holzemer was ordered to come with his best stuff. Watkins held his own, even after breaking his bat on a couple of pitches inside.

One interested observer was A's Utility Man Tony Phillips. A veteran of 15 major league seasons, Phillips has seen players come and go but this player had his No.6 on the back of his jersey. Phillips had concerns as to whether or not the young Ike Sailor could live up to that number's reputation which, he said, Watkins quickly laid to rest.



"He held up pretty good. He's a trooper," said Phillips. "He got busted in a few times. He didn't really rub his hand though, he just shook it off. I won't be disappointed to wear number "6."

The idea, according to A's manager Art Howe, was to put Watkins through the same workout as the rest of the team, while allowing him the opportunity to enjoy himself, an attitude Watkins' new teammates picked up on themselves.

"The guys had fun with him today," Howe began. "They welcomed him and let him be part of the action. It's always fun to see somebody come in and try to work out with the guys. He looks like he's a pretty good athlete."

"He held up pretty good out there," said outfielder Ben Grieve, the 1998 American League Rookie of the Year. "He seemed like he was a little nervous, but after he got going, he calmed down and did all right."

"He fit in well with us," First Baseman Jason Giambi said. "I hope he had fun. It's a rare opportunity for somebody to get a chance to go out there. He put the ball in play against a major league pitcher. It was pretty impressive. He was a good sport about everything."

Good sport indeed. After his day as an Oakland Athletic, Watkins had no trouble expressing his excitement regarding what it felt like to live out a fantasy.

"Amazing," he said. "It's just unbelievable because it's the chance of a lifetime that not everybody is going to get and I'm proud to have that opportunity. Being able to meet all the players, I felt like a little kid, I was all giddy. But being able to wear that uniform because I'm representing *Eisenhower* was an honor. That's the only word for it, an honor."

Schafer is a Norfolk-based photojournalist for All Hands.
Hampshire is a photojournalist for All Hands.



Probst (right) waits for his turn in the cage.

does. I know he's going to be a little stiff and sore tomorrow because he put a lot of effort into it."

Pole wasn't alone in his praise for Probst's performance, including some words of encouragement from a Hall of Famer.

"He's just moving around too much and his timing is off," said Angels hitting instructor Rod Carew after watching Probst in the batting cage. "I was trying to get him to just slow himself down. He's trying to get his body going to the ball too much. He just needs to stay back a little bit longer and use his hands. He looks like he's an athlete though. If he ever starts playing again and gets his timing down and fine tunes his swing, he'll be OK."

"I thought he was very good for a guy who just came out and took the field with a bunch of big leaguers," said Vaughn, who was signed as a free agent from Boston last November. "I'm sure there was a lot of pressure out there on him. I'm sure he wanted to be successful. He knew what he had to do out there. We get to see another side of an individual and he gets to see another side of us. So, it was definitely a good time."

In the clubhouse, as the day's events began to sink in, Probst reflected on his stint as a major leaguer. If only up long enough for a cup of coffee, the experience left a lasting impression.

"It was unbelievable!" he exclaimed. "You try and project what you feel it's going to be like to play with major leaguers and it's even better once you get out there. You're just in awe hitting in between Mo Vaughn and Tim Salmon in the batting cage. Rookies who spend four or five years in the minors who make it up to do that are in awe. And I'm just a guy stepping in there, it's just awesome. I'm pretty hard on myself but, for being as rusty as I was, I felt like I did pretty good."

Schafer is a Norfolk-based photojournalist for All Hands.
Hampshire is a photojournalist for All Hands.

Story and photos by JO1 Robert Benson

The Best vs. the Rest

A Case He Can't Lose: HM3 Kevin



Guilty. Guilty as charged.

We the people, find Hospital Corpsman 3rd Class Kevin Montford – Olympic hopeful, member of the World Class Athlete Program – guilty of conspiring to become one of the best triathletes in the world; guilty of qualifying for higher learning at the Olympic Training Center in Colorado Springs, Colo.; and guilty of training full time, while still in the Navy, for the Sydney Olympics in 2000.

Exhibit A: a collection of 12 matched running shoes, nestled neatly in a three-tier shoe rack by the back door of his home. Turn a pair over for inspection and you'll see the damning evidence that proves he's trying to better himself in unorthodox ways: rubber soles worn heavily, the result of running 40 miles a week. Some have needles stuck to the soles – needles belonging to the local Colorado Blue Spruce trees. He's been running in the mountainous backwoods area north of Colorado Springs. Please note that the shoe laces aren't tied in knots; they're secured with special quick-release plastic snap fasteners, allowing him to put them on and "tie them up" quickly. The shoes are all size 11.

ontford vs. Everyone Else





Exhibit B: a black carbon fiber bike. Please note for the record the sweat stains on the handlebar tape. The remnants of last Monday's 100 mile training ride up Pike's Peak? Maybe it's left from Tuesday's time trial, when he sprinted a whopping 40 kilometers in less than 50 minutes.

Also, note for the record that his bike weighs only 17 pounds. This ain't your daddy's Schwinn; this is a weapon of war.

Exhibit C: a picture of the accused winning a race. It's mounted on the wall by his bed. Right next to the oar he used while in competitive outrigger rowing, and adjacent to the French cycling and pentathlon posters he picked up while attending high school in France.

Exhibit D: a kitchen cabinet full of food supplements and multiple boxes of nutrition bars. There's also a round case of red powder and a tub of green stuff, which we suspect, your honor, is mixed with water to make a potent carbohydrate cocktail. Look at what this guys eats, wild rice, chicken breasts, pasta, vegetables, fruits…

from daily shavings. And his dirty blonde hair hints that much of his life was spent outdoors or in chlorine spiked pools.

Does the accused have anything to say?

"I'm always thinking about my goal. I know my competitors aren't taking the day off, and that's what motivates me to keep training hard."

That's the way he's always been though. Montford was raised in Panama City, Fla., and during his teenage years he moved to France as an exchange student where his fitness lifestyle began. He cycled in the Pyrenees Mountains with some of the country's top cyclists. He became active in

Hawaii. He was the youngest competitor in a field of more than a 1,000. He finished in a little more than 10 hours - very fast for the course.

After joining the Navy, Montford took a few years off from triathlons so he could concentrate on his schooling and fulfilling a goal: becoming a SEAL. "I went to Basic Underwater Demolition School (BUDS), but at the same time I heard triathlons were going to be permitted in the Olympics. I knew I wouldn't be able to train for triathlons and compete as a SEAL, so I withdrew from BUDS and focused on triathlons."





Right: On foul weather days, Montford will set up his wind trainer and pedal for an hour or longer. He says the excitement of biking indoors doesn't match the outdoor workout, but at least indoors, "I have a TV and VCR to keep me occupied."

Center: In the backwoods near his home in Colorado Springs, Colo., Montford runs mountainous trails, reaching elevations of more than 7,000 feet.

Exhibit E: a packed travel bag with cycling jerseys, spare tires, biking shoes, etc. There's a handwritten travel itinerary. It reads: "February – race in Antofagasta, Chile. March – race in Sao Paulo, Brazil. Late March – race in Capetown, South Africa. April to June – live and train on the Gold Coast of Australia.

And finally, exhibit F: Mr. Montford himself. Take a close look your honor. The 6-foot, 172-pounder is a 25 year-old who checks in with a body fat percentage lower than his shoe size. His legs are smooth

rowing and pentathlon. To "fit in" in high school, he joined a sport he thought he would be good at: swimming.

Some of his teammates from the swim club participated in triathlons and invited him to watch. Observing those races from the sidelines as a green 17-year-old he thought, "I can do this." So he gave the triathlon a try, and immediately started winning races.

When he was 19, he competed in the Hawaiian Ironman – a hellish, grueling, 142-mile triathlon on the Big Island of

At his next duty station, Naval Hospital Twenty-nine Palms, Calif., the triathlon bug again bit him hard. "The staff at Twenty-nine Palms was very supportive. They let me train a lot. They gave me no-cost TAD orders to races across the nation." Command officials even gave him two months off to train for the 1998 Hawaiian Ironman.

And train he did. Inhumane training. Obsessive-compulsive training. Forty hours a week. Eight hours a day. Nearly 400 miles of biking, 50 miles of running

and 40,000 meters of swimming per week, every week. His body became cut, his mind sharp. Deeper and deeper into his fitness quest he delved.

He became involved in pentathlons. He competed in mlitary sporting events around the world and was quickly named the Navy Pentathlon World Champion – a title he holds today.

He even did what many consider the unthinkable: the 350-mile Eco-Challenge in the barren wasteland of the Utah countryside. "The Eco-Challenge was the hardest thing I had ever done in my life. It took our team seven days to complete the 350-mile race. It involved mountain biking, horseback riding, running, climbing, canoeing and hiking. We didn't sleep at all for the first two days and then only two hours every other night after that. It was a lot of fun."

The "fun" almost came to a screeching halt in early 1998, when Montford nearly left the Navy to join the Army. "At the time, the Navy didn't have a World Class Athlete Program, but the Army did," he recalls. "If I joined the Army, I would have been able to train full time at the Olympic Training Center in Colorado Springs."

Montford got his wish of training full time in the end, and was able to stay in the Navy thanks in part to Kara Losz, assistant director of Navy Sports in Memphis, Tenn.

Losz and her staff took notice of Montford's impressive resume and persuaded him to stay in the Navy. Her staff enticed him further by forming what the Army and other services already had - the World-Class Athlete Program, although on a much scaled-down basis.

So in early December of 1998, Montford packed his three bikes and other belongings, and moved to the place in the mountains where some of the world's best athletes converge for life-changing experiences.

He turned in his amateur card and went pro. He hit the race circuit, accumulated money from wins and the all-important points. Points that, when Olympic qualifying time rolls around next year, could earn him a slot in the Sydney games if he racks up enough of them.

"My goal is to make the Olympic trials and qualify for the Olympics," says Montford. "I want to have fun and represent the Navy to the best of my ability. The trials will be some time between May and July and the Olympics in September.

"To qualify, you have to be ranked in the top 125 in the world by May 2000. I definitely think I can do that."

Montford has already scored many win points, most coming from 1998 races. He was the overall winner at the Yuma triathlon. He was the amateur winner at the USTS Phoenix triathlon. In the Gulf Coast Half Ironman, he was the winner in his age group. At St. Anthony's he was the winner in his age group. Memphis in May: 2nd in age group. USTS National Championship: 2nd overall amateur. Hawaiian Ironman: 3rd in age group. Military World Championships: 2nd American finisher. USTS Oceanside: 4th place finish. Armed Forces Championship: 2nd overall.

At all those races he wore a cycling jersey with the word "Navy" printed on it.

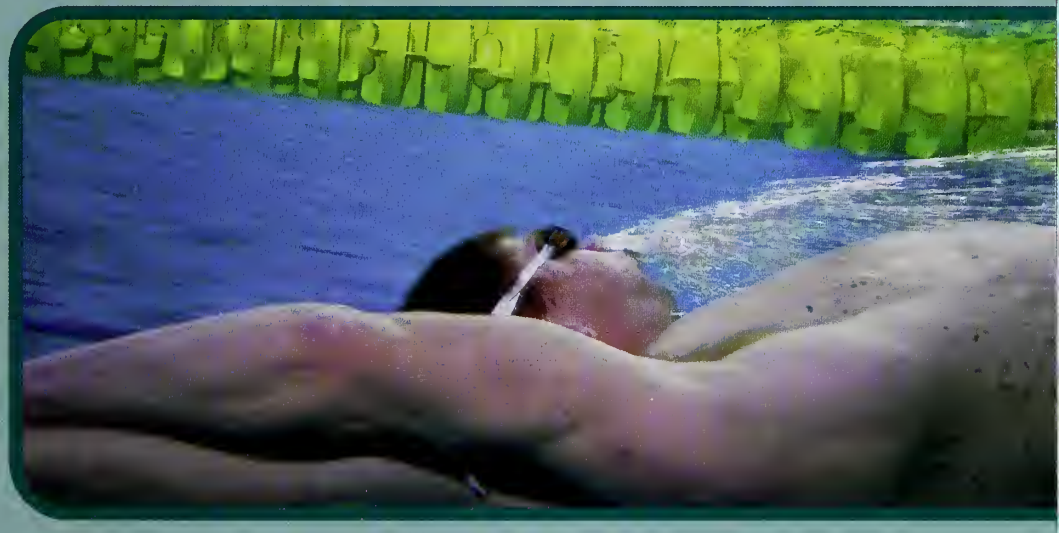
"People always see my jersey," says Montford. "In the races overseas it gets a lot of attention. People see the jersey and say, 'Hey, there's a Navy guy!'" I think it gives the Navy a lot of good publicity."

So if you're ever at a triathlon, and the guy leading the race is wearing a Navy jersey, call out his name. Cheer him on. Get his autograph. Take his photo. Do whatever you need to do to remember the guy because he may very well be the next American Olympic Champion.

Case closed.

Benson is a photojournalist assigned to All Hands.





Montford swims 35,000 meters every week at the Olympic Training Center.

Story and photos by JO1 Robert Benson

Elizabeth the First

With one swift kick to the gut, this woman could ruin your day. She could shatter a few of your ribs, cause internal bleeding and make you lose last night's dinner. But you wouldn't know it to look at her.

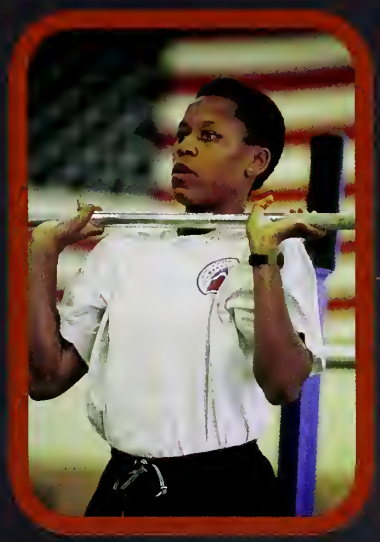
Hospital Corpsman 1st Class Elizabeth Evans is soft-spoken and only 5 feet, 6 inches tall, but rest assured, within her lurks the tenacity of a killer and the heart of a champion – a national champion, that is. Evans is the Tae kwon do Featherweight Champion of the United States. And next year – with a little luck and a lot of hard work – Evans is going to wreak havoc among the world's elite at the 2000 Olympics in Sydney, Australia.

Check out her resume: 3rd Dan Black Belt; Three time U.S. National Team Member; Four time Armed Forces National Team member; Five time U.S. National Champion; 1994 U.S. Navy Female Athlete of the Year; 1994 U.S. Armed Forces Female Athlete of the Year; 1995 USTU Female Athlete of the Year; 1995 and 1996 USOC Female Athlete of the Year; 1995 U.S. National Team Co-Captain; 1997 U.S. Armed Forces Team Captain…

The accolades go on and on. In the past 10 years, Evans has won more medals than a Soviet admiral.

"Elizabeth is our Olympic hopeful," said Han Won Lee, head coach of the Tae kwon do Program at the U.S. Olympic Training Center, Colorado Springs, Colo. – where Evans trains full time. "She is one of the most dedicated and talented athletes I have had the opportunity to work with. She's a no-nonsense competitor and never wastes any time when she's at the gym."

On the wall of that gym, printed on a huge sign, are words from Shakespeare's *Julius Caesar:* "Cowards die many times before their deaths; the valiant never taste of death but once." Evans seems to



Weightlifting is a weekly event in the curriculum of tae kwon do training for HM1 Elizabeth Evans.

National Tae kwon do Champion Sets Sights on Sydney Olympics



Agility exercises, in song-like unison, are practiced at the Olympic Training Center gym in Colorado Springs, Colo.

live those words as she goes through her drills. With graceful agility she can kick high over her head, she can spin around and unleash a devastating kick in the blink of an eye, and she can throw a punch that seems to pack all her weight: 125 pounds – a weight, incidentally, which is perfect for her featherweight division (107-125 pounds). It seems Evans embodies all the necessary traits for tae kwon do – a Korean phrase meaning "way of the foot and fist."

Evans knows there's danger in her sport, but it doesn't bother her. She remembers a recent death at a world tae kwon do competition last January where a competitor was kicked in the head, perhaps just a little too hard, and died the next day. "I don't worry about getting hurt. If I did, I wouldn't compete. And really there is no pain from the kicks when you're in shape." To soften the blows, competitors wear safety padding on fists and feet, and impacts are "pulled" to avoid injury.

Evans gets hit repeatedly during a typical day at the Olympic Training Center. A day usually begins at 6 a.m., when she and her teammates do their daily one-hour run, followed by two hours of tae kwon do practice. After a lunch break, there's an additional two hours of practice and weightlifting. She also studies the movements of her future opponents on video. "If they (her opponents) have a video of me, they'll most likely be studying what I do, too." Evans looks at her opponent's strengths, weaknesses and style.

"Everything, every waking minute, is geared toward the Olympics," said Evans. "I hate to lose and I'll do whatever it takes to win."

The Seattle-native was introduced to the sport 10 years ago by her husband, Troy, who is also a hospital corpsman on active duty. "At the time, 1986, I was in Bremerton and my husband showed me tae kwon do basics and I enjoyed it," recalled Evans. "I grew up playing basketball, volleyball, track and softball, but tae kwon do was different. It allowed me to use many of my talents from the other sports."



After an exhausting two-hour workout, Evans and her teammates are beat.

While stationed in Guam in 1989, Evans seriously began her tae kwon do career. The Guam Tae kwon do Federation soon recognized her talents, and selected her to compete as its lone female representative at the 1989 World Championships in Seoul, Korea.

She continued to improve, continued competing and five years later in 1994, met her goal of being accepted to the U.S. National Team.

Goals are a cornerstone of Evans' life. "If I have a goal, I stick with it to the end. Right now, my goal is to get into the Olympics, and there's about 10 of us vying for the slot."

Although Evans and her coach acknowledge that her chances of making the Olympic team are "very good," she doesn't let up. "I dream about the Olympics all the time. I picture myself on that podium getting a medal. It keeps me focused."

Tae kwon do, which normally features eight weight classes for both men and women, will consist of only four weight classes for men and women at the 2000 Olympic Games. While sizing up the U.S. team on a global level, Evans thinks the Americans currently rank in the world's top 10, but have the talent to be the world's best.

Evans' tour at the Colorado Springs Olympic Training Center will come to an end after the 2000 Olympics. After that, the 36-year-old is quite sure of what she'll do. "I will finish my Navy career," she confirmed. "The Navy has been very supportive. It can't get any more supportive."

Evans said a lot of what she has learned in the Navy during the past 15 years has carried over into her sport. "In tae kwon do you need to be focused, have discipline and a willingness to train hard. Tae kwon do has taught me to be very competitive, to take care of my body and be healthy. It's also reinforced the fact that I hate to lose."

Lose? I don't think so.

Benson is a photojournalist assigned to All Hands.



Foot coordination and flexibility is stressed in this exercise, which has athletes step quickly and carefully between limbs of observers.

Evan's Accomplishments

1992: U.S. National Tae kwon do Championships (Light): SILVER

1992: U.S. National Tae kwon do Team Trials (Light): SILVER

1993: U.S. National Tae kwon do Championships (Light): BRONZE

1993: U.S. National Tae kwon do Team Trials (Light): BRONZE

1993: U.S. Olympic Festival (Light): GOLD

1994: U.S. Open Tae kwon do Championships (Light): SILVER

1994: U.S. National Tae kwon do Championships (Light): GOLD

1994: U.S. National Tae kwon do Team Trials (Light): GOLD

1994: U.S. Olympic Festival (Light): GOLD

1994: World Cup Tae kwon do Championships (Light): SILVER

1994: World Military Tae kwon do Championships (Light): GOLD

1995: U.S. Open Tae kwon do Championships (Light): GOLD

1995: Pan American Games (Light): SILVER

1995: U.S. National Tae kwon do Championships (Light): GOLD

1995: U.S. National Tae kwon do Team Trials (Light): GOLD

1995: U.S. Olympic Festival (Light): GOLD

1996: World Cup Tae kwon do Championships (Light): GOLD

1996: U.S. National Tae kwon do Championships (Light): GOLD

1996: U.S. National Tae kwon do Team Trials (Light): GOLD

1996: Pan American Tae kwon do Championships (Light): GOLD

1996: World Military Tae kwon do Championships (Light):SILVER

1997: U.S. Open Tae kwon do Championships (Light): GOLD

1997: World Cup Tae kwon do Championships (Light): BRONZE

1997: U.S. National Tae kwon do Championships (Light): GOLD

1997: U.S. National Tae kwon do Team Trials (Light): BRONZE

1997: Mexico Open Tae kwon do Championships (Light): BRONZE

1997: Denmark Open Tae kwon do Championships (Light): GOLD

1997: World Military Tae kwon do Championships (Light): GOLD

1998: Belgium Open Tae kwon do Championships (Light): BRONZE

1998: U.S. National Tae kwon do Championships (Feather): GOLD

1998: U.S. National Tae kwon do Team Trials (Feather): SILVER

1998: U.S. Olympic Weight Division Tournament (Feather): GOLD

1998: Chosin International Tae kwon do Cup (Feather): SILVER

1998: World Military Tae kwon do Championships (Feather): GOLD

The Running Man

Story by JO2 Jeremy Allen



LTJG Gary Sullivan, who runs an average of 50 miles per week, has learned to balance life as a warfare officer with his passion of marathon running.

Photo by JO2 Jeremy Allen Illustration by Rapid 5 Bates

The sweat rolls down his face, and his oxygen-deprived muscles burn with each passing step, but this Navy athlete knows how to push himself past the pain. LTJG Gary Sullivan, a marathon runner stationed aboard USS *Barry* (DDG 52) and a 1995 graduate of the U.S. Naval Academy, is the Navy's 1998 Male Athlete of the Year.

"My goal, after I rotate off *Barry* this fall, is to get back to the Academy and coach," said the Granite City, Ill., native who has been running competitively for 17 years.

Sullivan balances his passion for running with a busy work schedule as *Barry's* Combat Information Center division officer, electronic warfare and legal officer. "You have to come to work planning on a full day," he said. "If you can get away for lunch you do, but you have to learn how to maximize your weekends."

"It's a lot of training and mental discipline," added Sullivan, who runs almost every day and some 40 to 60 miles a week just to keep his edge.

Sullivan competed in more than 10 marathons last year and is trying to lower his time into the 2:20s. "My personal best marathon time is when I flew out to Anchorage, Alaska," where the 26-year old took 2nd place overall with a time of 2:35:58 at the 1998 Mayor's Midnight Marathon.

When he isn't underway or pounding the pavement, this 137-pound marathoner continues to aim for the big one. "I want to try to qualify for the year 2000 Olympics," said Sullivan.

Until then Sullivan will keep on running … and running … and running …

Allen is a photojournalist assigned to All Hands.

LTJG Sullivan's 1998 Stats:

Mar. 7	Eagle's Run 5K, Virginia Beach, Va., 15:43, 2nd
Mar. 21	Shamrock Marathon, Virginia Beach, Va., 2:37:00, 6th
Apr. 19	George Washington Parkway 15K, Arlington, Va., 50:06, 7th
Apr. 24	Azalea 8K, Norfolk, 26:27, 1st
May 3	Pittsburgh Marathon (U.S. National Championships), Pittsburgh, 2:41:08, 43rd
May 31	USO Flash Defenders 10K, Washington, D.C., 56:30, 15th
Jun. 20	Mayor's Midnight Marathon, Anchorage, Alaska, 2:35:58, 2nd
Aug. 8	Naval Base 8K, Norfolk, 21:29, 2nd
Aug. 22	U.S. National Championships, Parkersburg Marathon, Parkersburg, W.Va.
Oct. 25	All-Navy Marathon Team, Washington, D.C., 2:43, 25th

Back on Track

By JO1 Rodney J. Furry

She looks fast even when she's standing still. Her long muscular legs and thin, yet defined frame, coupled with her quiet, focused personality make Signalman 1st Class Pamela Larry a force on the track – force enough to have "walked" away with the title Navy female Athlete of the Year.

Larry has always loved to run. But after a successful high school career, she decided to dedicate her life to the Navy and building a family. Competitive running was becoming a distant memory when one day Larry, while stationed at Barber's Point, Hawaii, was invited to compete in the Aloha State Games. So 12 years after having hung up her spikes, she got back on the oval.

"It's so easy to say you can't do something because you have other commitments," she said. "Whether it's taking care of your kids, off-duty college classes or sea duty, it's easy to make excuses for not doing what you love. But you've got to make time for it."

Working, taking care of her two daughters and taking as many as three college classes a term doesn't leave much time for workouts on the track. But Larry knows it is worth it.

"My kids inspire me. A lot of times I'll be running, and they're running right with me, cheering me on," she said.

Though she's only been back in the sport for less than two years, Larry's already managed to nail down several state track records in Hawaii and established herself as a top Navy athlete with the All-Navy Track program.



Photo by PH1 Donald Bray Illustration by Rabil & Bates

SM1 Pamela Larry, the Navy's 1998 Female Athlete of the Year, got back on the track after hanging up her spikes 12 years ago.

Now that she is a member of a local military track club and has a dedicated trainer, she's winning race after race in Hawaii and setting her sights on competing stateside. This woman is going places. Catch her if you can.

Furry is a photojournalist assigned to All Hands.

Inner

[illegible] sits quietly [illegible] at Kelly Air [illegible] He doesn't move, [illegible] straight ahead, remembering his two previous attempts to join the Navy's Boxing Team and more than two years of sparring with partners in the hangar bay of USS *George Washington* (CVN 73) – all of which he hopes are about to pay off.

Now he is ringside. One more fight and it will be his turn.

Finally, he steps into the ring – the fire in his belly burning like a forest fire, so hot, so out of control, there's almost no way to put it out. It is time to bust out. It is time to show his *Inner Fire*.

Gorrocino's interest in boxing began after he moved to Tijuana, Mexico. His older brother would take him along to watch wrestling matches. In 9th grade he moved to Los Angeles where he started his boxing training.

Gorrocino joined the Navy right after high school. "I needed a job," said the 22-year-old Aviation Boatswain's Mate (Aircraft Handling) 3rd Class. But that's not the only reason he enlisted. "I told the recruiter that I wanted to be a firefighter, but I also wanted to somehow pursue my interest in boxing. The recruiter told me about the Navy Boxing Team, about how they traveled and fought in tournaments."

Firefighting and boxing. That clinched it. Boxing was always something he wanted to do, but to join a professional Navy team? "I tried for two years to get in, but with deployments, I just got so busy." In Gorrocino's time on USS *George Washington*, he has deployed to the Mediterranean three times, the last of which included a diversion to the Arabian Gulf when things got hot at the end of 1997.

"After the carrier pulled into our homeport, I found some time to go to the gym in Little Creek where I met someone else to spar with. He asked me, 'Why don't you apply for the Navy's Boxing Team?'"

"So I got the form I needed (Application for Trial and Training Event) and ran a chit up my chain of command. I was real fortunate to have

Fire

By PH2 Joseph Gunder III



Gorrocino gave his best but was beaten by Army Sgt. Corey Bernard of Gulfport, Miss.

Photo by PH2 Joseph Gunder III

Photo by PH2 Joseph Gunder III

A quick squirt of water is about all there's time for between rounds.



Photo by PH2 Joseph Gunder III

a command that was willing to work with me."

By the time his application was approved and he received TAD orders, the Navy's Boxing Camp in Port Hueneme, Calif., had already started in December 1998. "I was so worried I'd miss it; I didn't get to go until January 1999. If I only found out about the application deadline a little earlier, I might've made both months of camp. But I got one month in."

But he packed a lot into that one month. "We'd get up at 5 a.m. and run. By the end of training, we'd be running six miles. We'd work out in the morning, spar with different weight classes in the afternoon, and we'd do aerobics in the evening. By the time we went to sleep at night, we were exhausted."

Gorrocino is glad he made it this far, but would like to see more Sailors come out for the team. Right now the Navy has trouble matching up against the other services in every weight class. The coach of the Navy's team, Solomon Johnson, said that if more Sailors participated the Navy would have a better chance of taking a medal at the annual Armed Forces Boxing Championships.

"This year we had to give away nine 'byes' (passes) against a 12-man team," said Johnson. That means the opposing fighter wins the match because there's no one in his weight class to challenge him. "There were only three fighters. Last year there were five. Normally I would want four boxers in each weight class. The word's just not getting out there. I know there are good people in the fleet. They just don't know the Navy has a boxing program."

On this day Gorrocino draws an Army Sergeant named Corey Bernard. Gorrocino is fighting as a light welter weight, a class that requires both speed and power.



The only medal Navy took this year went to MM3 Backlin Medrano (left) of Lafayette, Ind. He took the gold in the lightweight class.

The bell sounds and the two fighters bound from their corners and began to circle, feeling each other out.

Bernard's assault is delivered in measured amounts. A jab to the head, another to the side. Gorrocino recoils, but only for a split second.

"You don't really feel getting hit," he says later, "not until the next morning."

He counters with a right cross, but Bernard slips the punch and it flies wildly by. He comes back with a jab to Gorrocino's mid-section and a quick combination to his head.

Head shots are worth more points than body blows. In amateur boxing, the knockout is not unheard of, but it is rare. The winner is usually the fighter who can rack up the most points.

Gorrocino is getting frustrated. His punches aren't connecting. Ninety seconds into the fight, and he can feel it slipping away.

In a three round fight, there isn't a lot of time to make up ground. Get behind early, and you're done.

Desperate to land something, anything, he wraps up Bernard and attacks his ribs. Now he's landing punches but without any power behind them.

The referee steps in and breaks them up.

The carnage continues.

Finally, the bell sounds, and Gorricino stumbles back to his corner.

Coach Johnson grabs a towel and wipes Gorrocino's face. A few words of encouragement, a quick drink of water and the bell sounds to begin round two.

Gorrocino tries to take control. But he just doesn't have it on this day. Forty-five seconds into the second round the referee stops the fight.

Gorricino's shoulders slump as he returns to his corner. Coach Johnson removes his gloves and he returns to the center of the ring for the announcement.

Bernard's taped hand is raised and the fighters shake hands.

Coach Johnson tries to console Gorricino, "You we're simply out-classed by a superior fighter. There wasn't much you could've done. The Army guys train year round. They go and fight the Germans and the Russians, and our camp is only two months long."

Gorrocino would like to have taken a medal from this tournament, but he knows there is always next year. "I definitely want to go back to camp and try it again next year. If my command can spare me, I'll do it. There's nothing quite like the feelings you get when the referee raises your hand and announces you're the winner. It kind of makes it worth getting all bruised up."

Gunder is a photojournalist assigned to All Hands.

Get in the Game

Find out how you can get involved with Navy Boxing and other Navy Sports.

Visit the Navy Sports' website today at: www.mwr.navy.mil/mwrprgms/sports.htm. Download an application and submit it via fax or mail along with your command's approval.

Mail completed Navy Sports Applications to:
Navy Personnel Command
MWR Division
5720 Integrity Drive
Millington, Tenn. 30055-6510
or Fax it to: 901-874-6831

Navy Sports needs you.
So join up today.



Fo

Michelle Tuggle is strong, vibrant and has a growing list of victories in the world of competitive bodybuilding

Story and photos by JO1 Rodney J. Furry

rm & Substance

Some families just seem blessed. While most would be proud to have just one champion athlete among their relatives, the Tuggles have two. Jesse is a starting linebacker for the Atlanta Falcons, and played his first Super Bowl in January. His cousin Michelle is an award-winning competitive body-builder. Better yet, she's a dedicated Navy journalist.

"It doesn't surprise me that Michelle is a successful body-builder," said Jesse. "That hard work ethic seems to run in the family. I'm very proud of her."

"We're a very small clan, and we all take pride in each other's accomplishments," said Michelle.

However, according to Michelle, the comparison ends there, because although her cousin's success in football has always been a positive influence, weight training is actually a fairly new addition to her life. In fact, in only three years she's embraced the lifestyle with a passion worthy of any professional athlete.

A collection of bronze female figures pose goddess-like atop a collection of trophies arranged in her living and dining rooms as testimony to Tuggle's sincere reverence for the human body, and all of its strengths and weaknesses. But there was a time when her dedication to aerobic fitness almost destroyed her.

As a young Sailor, running was her discipline. She dedicated herself to the benefits of aerobic exercise. Nevertheless, her drive for perfection threatened to be her ruin one morning during quarters, when she fell out of formation feeling very sick. She was rushed to the medical department, and after some testing, it was determined that due to her rigorous workouts, her hemoglobin levels were virtually depleted, inhibiting her blood's ability to carry oxygen and nutrients.

"It was a shock. I was at a point in my life where I had to tell myself, 'You're either going to change your lifestyle, or you're going to die,'" she said.

It was a blessing of sorts, because, faced with putting some variety in her physical fitness regimen, she was drawn to the benefits of weight training. She found that it was a change she liked.

"Pretty soon I started learning more about the things that made me feel better," she said. "I had to change how I ate and how I worked out, and as I learned more, I found myself using the terminology and understanding more until I found myself living a whole new lifestyle."

It's a tricky lifestyle, though, according to Tuggle. There's so much to learn about the body as a machine, and she learned very quickly that there's a lot of advice passed around in the gym – and not all of it is good. While natural body-building supplements are a part of her regimen, she's careful to point out that it's important to use common sense. Unlike some body-builders, she's careful not to use herself as a guinea pig for the many uncontrolled offerings in the world of fitness supplements.

"You have to be intelligent and pay close attention to your body and monitor your progress," said Tuggle. "To me, the body is the most incredible piece of machinery, so I'm reluctant to listen to all of the crazy muscle-building schemes I hear about. If I can't read about it and find some safe, scientific basis for using it, I'm not going to even try it."

Immersing herself in books about anatomy, chemistry and biomechanics, she taught herself about the workings of the human body until at one point she realized she'd become hooked.

"It's like someone just took something and stuffed it in my head," she said. "That's when you know you have a gift. When you discover something that you just absorb naturally and it totally fascinates you."

That investment later paid big dividends for her in strength and size. Eventually, with the encouragement of friends, she entered a bodybuilding contest in 1996 and, amid the echo of applause, it soon became apparent that this was her calling. The





JO2 Michelle Tuggle loads up for another set of reps on the bench press.

Artists sculpt beautiful figures out of clay and iron; this bodybuilder sculpts her figure out of sweat, tears and an iron will.

list of commendations read like an anatomy chart – Best Back, Best Abs, Best Chest. What started as a simple goal of wellness evolved into a drive to sculpt and shape her physical form, culminating in her most recent success in the heavyweight division of the Armed Forces Nationals last year.

A single bead of sweat begins to form on her temple next to a row of neatly braided hair and her eyes radiate concentration as she slowly curls a 30-pound dumbbell up to her chin for one last repetition. As she puts it back in the rack, she reveals that bodybuilding has taught her more than just how to win competitions. What she's really learned is a sense of appreciation for sharing her knowledge and helping other people feel fit.

Her physical appearance and personality seem to attract people, and their attention has led her to an even greater calling as a personal trainer.

Many of the people she trains are elderly. She said she gets a special sense of joy helping them regain some of the energy and strength they possessed in their younger years.

"It bothers me that our society has a tendency to just push the elderly to the wayside. I look at them as treasure chests of knowledge and experience."

She met one of her elderly friends in the gym during a workout. The 70-year-old man admired the way she dedicated herself to her workouts and began asking her many questions about how he could improve his own program. They soon became friends, and as the word spread, she found herself devoting more time acting as mentor and personal trainer to older people.

"They appreciate every step. They're so happy to make any progress, it makes them a lot more appreciative of every little bit they accomplish," she said.

She enjoys working with the elderly because they're not into fitness for vanity's sake like many younger people, but as a means to live longer and enjoy their later years.

"With them it's not a fitness issue, it's a wellness issue," said Tuggle. "Young people want to look good in the mirror, but older people just want to be well and feel good so they can enjoy the time they have left."

Tuggle's success with helping people as a personal trainer has made her realize the significance of her lifestyle and given her a greater sense of purpose beyond competitions. The physical evidence of her success is obvious – a strong body that is lean and fit. The real fruit of her labor is something even more valuable - an infectious sense of confidence and well-being that gives those around her something awesome to aspire to.

Furry is a San Diego-based photojounralist for All Hands.

Starter workout

The following workout is great for anyone just getting started in a weight-lifting routine. It can be accomplished by working three days a week for a total workout time just over an hour. Aerobic workouts are recommended for rest days if time permits.

Day 1:
15 Minutes — aerobic activity (running, stationary bike, stair climber, rowing machine etc.)
5 minutes — stretching
Chest workout:
1. Flat bar bell bench press
2. Incline/Decline(rotate each week)
3. Pec Deck (Butterfly machine)
Tricep workout:
1. Tricep pulldowns
2. Tricep extensions
3. Dips

Day 2
15 Minutes — aerobic activity
5 Minutes — stretching
Back workout:
1. Pullups (overhand grip and underhand grip/rotate each week)
2. Wide grip behind the neck Lat Pulldowns
3. One handed bent over dumbbell rows
Bicep workout:
1. Standing curl (with EZ bar)
2. Dumbbell curls
3. Standing hammer curls

Day 3
15 Minutes — aerobic activity
5 Minutes — stretching
Shoulder workout:
1. Dumbbell overhead press
2. Dumbbell lateral side raises (palms down)
3. Reverse pec deck
Legs: For all exercises recommend four sets of 10 repetitions at 70 percent of maximum weight.
1. Squats or leg press
2. Leg extension
3. Leg curls

Remember: concentrate on form, not lifting heavy weights. For most exercises, do four sets of eight to 10 repetitions, lifting 70 percent of your maximum weight. When the weight you're using gets too light, add weight incrementally.

Building a Better Body



Photo by PH2 Amy Bartleson

Marine Corps Master Gunnery Sgt. Herbert Mumford of Kinston, N.C., gets a spot while lifting weights at the Norfolk Naval Base gym.

Story by CINCLANTFLT Public Affairs

ummer is coming. The beach is calling. But that body of yours hasn't seen the inside of a gym since September, and you're not about to take your shirt off in front of your dog Scruffy, let alone thousands of total strangers. Don't worry. It's not too late. You still have a couple of months before the sun really gets hot.

According to Marine Corps Master Gunnery Sgt. Herbert H. Mumford, a fitness expert stationed at Marine Forces U. S. Atlantic Fleet, "it takes a solid 12 months of training to see significant increases in body mass and changes in muscle structure." But you can get toned quicker than that. Most of us don't need to become Mr. or Ms. Universe, we just want to get in better shape and sculpt a better physique. But before you begin a weightlifting routine, there are a few things you need to consider.

There are three key areas to focus on when you begin a solid weightlifting regimen: strength training, aerobic activity and flexibility. "People who are just starting a weight program should start slow and concentrate on proper technique," said YN2 Alan L. Robinson, a Norfolk-based Sailor and command fitness instructor. "When I set up a program for someone, I look at their fitness goals and tailor a program for them." He recommends talking to the fitness coordinator at your gym before starting a program.

According to Robinson, "each workout should begin with at least 15 minutes of aerobic activity, either running, stationary bicycle, stair climber or any exercise that gets the heart pumping. Once you're warm, stretch the muscles you're going to focus on during the weight workout. This will help you maintain flexibility and avoid injury."

Mumford follows a three-day workout rotation that works chest and triceps on Day 1, back and biceps on Day 2 and shoulders and legs on Day 3. He rotates this cycle Monday through Friday and takes the weekends off. This allows each set of muscle groups to rest at least two days between workouts. "Your workout tears down the muscle," according to Mumford. "During the rest days, the muscle builds back up stronger than it was before."

When starting out, you should do about three different exercises for each muscle group. For each exercise you should be able to do four sets of 8 to 10 repetitions. "The most important thing is technique," Mumford said. "A lot of people get wrapped up in how much weight they're lifting and that is a mistake. You will see many more results by using good form with lower weights."

One easy way to sum up a healthy approach to a good weightlifting program is: focus +form+frequency=fitness.

Focus: You must be focused on your fitness goals. "When you start out, keep a journal," Mumford recommended. "Write down each of the exercises you do and set goals for your upcoming workouts." He also recommends using a tape measure to record your body measurements at the beginning of your new workout plan. Then check your results about once a month. "When you see visible results it gets your blood pumping and makes you want to come back," Mumford said.

Form: During each repetition, you need to concentrate on the muscle being worked. You should use a weight that allows you to do the exercise slowly and with good technique. Heavy weights do not necessarily mean you're maximizing the potential of your workout. "Good form gets results," according to Mumford.

Frequency: Building strength with weights takes commitment. You need to be in the gym at least an hour a day for at least three days a week, depending on your routine. "When a beginner starts to miss workouts, they don't see much improvement in their fitness. Sometimes this starts a negative cycle where the individual gets discouraged and quits altogether," said Robinson.

Fitness: The end result of a focused weight program that includes good form and frequency is a fit person.

In addition to working toward a better build, there are additional advantages to weight training. The more lean muscle mass a person has, the more calories they burn throughout the day, even while at work.

Weight training, combined with aerobic activity, good nutrition and plenty of rest, is a great step toward a healthy lifestyle.

See the fitness coordinator at your Navy or Marine Corps gym and get started on a program that fits you today.



Photo by PH2 Amy Bartleson

PH3 Ilene Welch, of the CINCLANTFLT photo lab, practices squats at the Norfolk Naval Base gym.

cybersailor@mediacen.navy.mil

CyberSailor

Body Shaping on the Net

Well, winter is officially over and now I can get serious about working out and maybe even break my last land speed record of 13:40 in the Navy's biannual 1.5 mile marathon. Okay, okay, so it's no Boston Marathon. But what if it were?

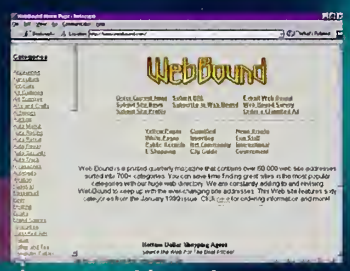
Could the Internet help me get ready for that 26.2-mile monster of a race? You bet. In fact, after a bit of surfing, I found some sites that could help me reach any finish line, whether it's 1.5 miles or 26.2 miles away.



www.runnersworld.com

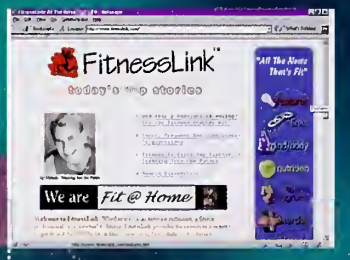
But before I can register for – or even think of completing – a 25-mile race, I need to get in shape. So let's start with the basics.

Our first logical stop would normally be at your favorite search engine by typing in the word "fitness" or "nutrition," but the number of hits will overwhelm anyone, especially Sailors like us with too little time to browse. So I helped you all out by narrowing it down after reading a recent copy of *Webbound Magazine* and perusing their website, **www.webbound.com,** that lists more than 60,000 sites that are updated quarterly. I found running, fitness, good recipes and nutrition sites to start you on your way. I think my selections are some of the best of the best in these areas. Let's start off with nutrition.



www.webbound.com

Nutrition is sort of like driving a car. You may have a great looking body but if your gas is polluted with gum, tar or dirt it simply won't go very far or fast. Well, the "fuel" for our bodies is no different. We can go only as far as the quality of what we put in our "gas tanks." If I'm going to pull this off, I'm going to need a well-balanced diet that includes all essential nutrients. Learning what – and how – to eat is the first step to getting (and staying) in shape.



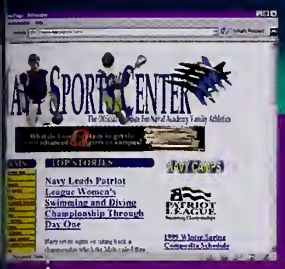
www.fitnesslink.com

Starting to eat right comes from knowing a little bit about what foods do and how our bodies process those foods. Fitness Online, **www.fitnesslink.com**, puts it like this: Too much sugar equals insulin, which equals low blood sugar, which turns into stored fat and equals the, 'I'm tired & hungry' syndrome. This vicious cycle is caused by not getting the right amount of carbohydrates and water.

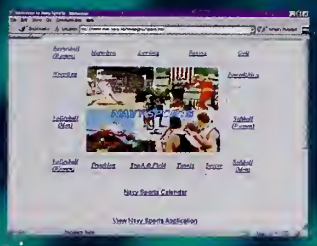
Yes, that's right, water. If you are feeling cranky and irritable, it's probably from not drinking enough water. As a rule of thumb, nutritional guides say you should try to drink a minimum of eight glasses of water everyday – and more on workout days. A big glass of water 10-20 minutes before a workout and 4 to 8 ounces every 10 minutes during a workout will keep you feeling good and your muscles fully-functional.

While we are talking time, you should learn to eat when you're hungry and stop when you're full. This will keep your metabolism hopping and your muscles fueled. To learn more about it check out **www.metabolism.com**. The site offers health and nutrition answers on cholesterol, high blood pressure and just about anything relating to your metabolism. Ideally, you should try to eat small meals about every four hours or so. This will prevent your body from going into "starve" mode and storing fat. Fad diets and skipping meals only tells the body, "take over 'cause the operator doesn't know how to eat." It then begins to store fat for future use.

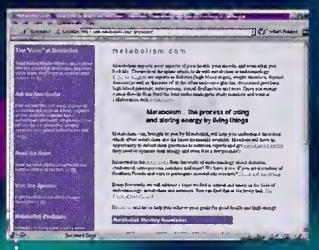
But, say you want to bulk up. Well, according to Fitness Online you need to eat about 1 to 3 ounces of protein at breakfast and 3 to 4 ounces at lunch and dinner. But keep in mind that three ounces of fish, chicken, lean beef or pork is about the size of



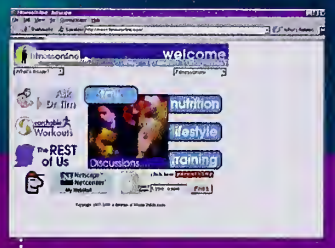
www.navysports.com



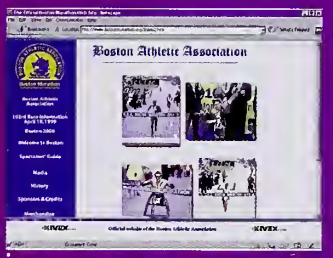
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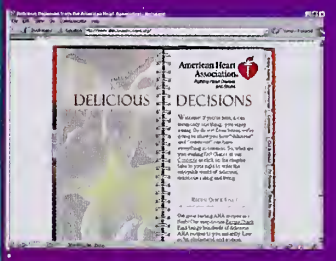
www.metabolism.com



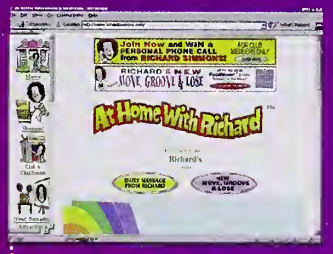
www.videofitness.com



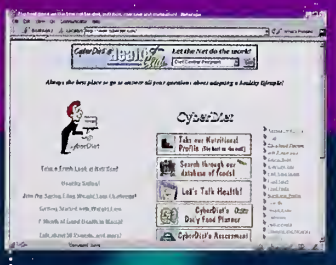
www.bostonmarathon.org



www.deliciousdecisions.org



www.richardsimmons.com



www.cyberdiet.com

a deck of cards. So if it doesn't fit comfortably in the palm of your hand, invite a friend over for dinner.

Or bite into an excellent site at the American Heart Association's guide to healthy living, www.deliciousdecisions.org. The site is very well done and provides free recipes and step by step eating and workout plans. Some highly recommended sites for free meal plans and shopping guides are www.mymealplan.com,



www.dietwatch.com

www.cyberdiet.com and www.dietwatch.com.

While you're at it, remember to eat according to the food pyramid which can be found at www.fitnesslink.com/food/pyramid.htm.

So now that you've gained an insight about what to eat, how to eat, let's see how fast you can spin your tires in the quarter mile.

Now, you could simply throw a video into your VCR by some famous guy like Richard Simmons, www.richardsimmons.com, or Billy Blanks, www.videofitness.com, and sweat till you drop. But if you really want to change your lifestyle there's nothing like a good run.

Running involves a lot of pre-planning and can be hard on your legs if you don't properly stretch and warm up. The best way to learn how to do that online is at www.runnersworld.com. This site offers advice on everything from what type of shoe to buy to information on where 1,800 of the best races are held. They offer training programs for novice to expert runners who are interested in running distances from 5K to 26K. They help motivate you, teach you to build your endurance and host a forum to chat with other runners around the world.

If you're like me and love to run and are interested in taking on the famous Boston Marathon then you need to run over to www.bostonmarathon.org and sign up for next year's race.

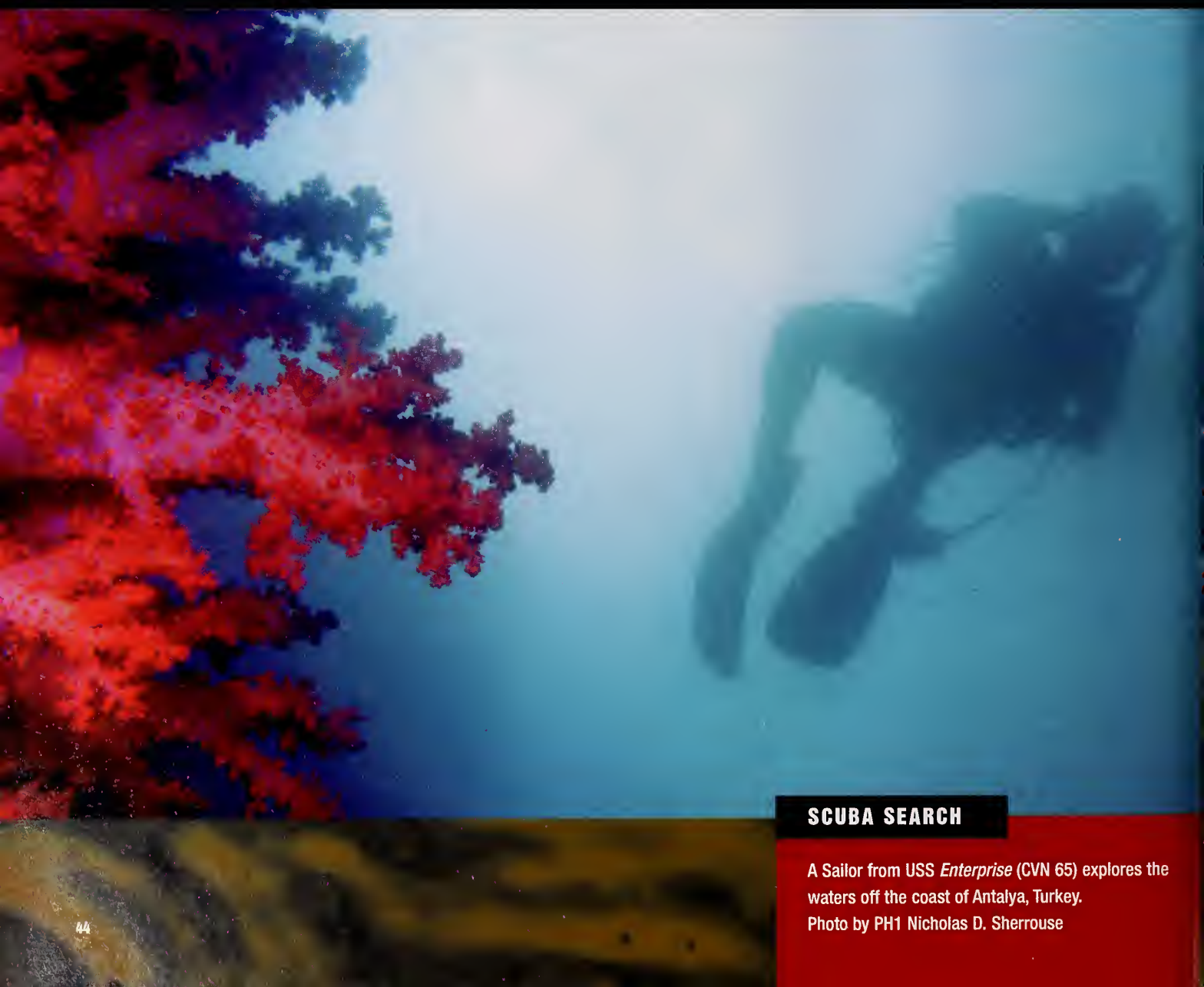
All this web surfing and reading about nutrition and fitness is making me hungry. I think I'll have an apple. See ya' in Boston.

Cyber Sailor

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



SCUBA SEARCH

A Sailor from USS *Enterprise* (CVN 65) explores the waters off the coast of Antalya, Turkey.
Photo by PH1 Nicholas D. Sherrouse

TAKING A STRAIN

Members of Mobile Diving and Salvage Unit (MDSU) 2 haul in their diving barge's mooring line at Naval Station Roosevelt Roads, Puerto Rico.
Photo by PH2 Eric Lippman





FIRE AND WATER

Personnel from the Naval Air Facility Atsugi fire department douse the flames from Building 202.
Photo by PHC Jerry McLain

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
NAVY NEWS PHOTO DIVISION
NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
WASHINGTON, D.C. 20373-5819

Eye on the Fleet



COLOR COMMENTARY

LT Mark Persutti (left) confers with ABH1 Gary Moore on board USS *Harry S. Truman* (CVN 75). Photo by JOC John F. Williams



ON THE TOWN

Sailors from USS *Enterprise* (CVN 65 take in the sights of Antalya, Turkey. Photo by PH2 Michael W. Pendergras



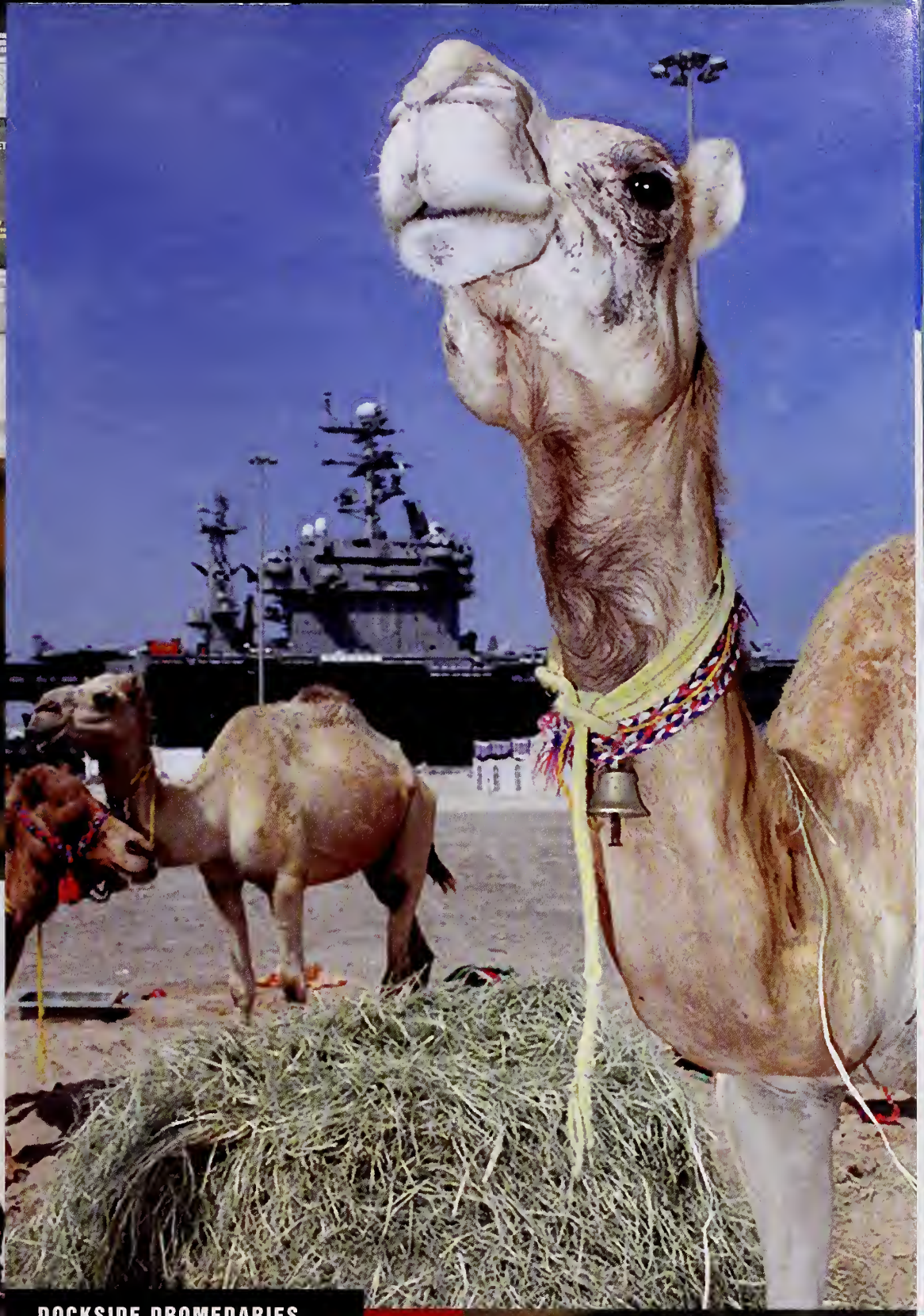
PROP SHOT

An E-2C *Hawkeye* taxis to the catapult as it prepares to launch from the deck of USS *Enterprise* (CVN 65). Photo by PH2 Michael W. Pendergrass









DOCKSIDE DROMEDARIES

A few of the locals graze pierside as USS *Carl Vinson* (CVN 70) visits Jebel Ali, United Arab Emirates.
Photo by MR3 Ted Boesch

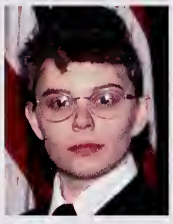
Shipmates



Hospital Corpsman 2nd Class (SW) **Daniel J. Friedel** from Cleveland, Ohio, was named USS *Enterprise* (CVN 65) Junior Sailor of the Quarter for his strong work ethic, versatility and rapport with patients. Friedel is assigned as general duty corpsman and damage control petty officer in the ship's medical department. He often visits patients at local hospitals and nursing homes.



Yeoman 3rd Class **Bari Jones** was selected as NAS Whiting Field, Milton, Fla., Junior Sailor of the Quarter. As the administration department's leading petty officer, Jones maintains loss/gain reports, prepares evaluations and fitness reports, tracks permanent change of station (PCS) orders and coordinates overseas screening.



Hospital Corpsman 1st Class **Michele L. Byrd** was selected as the Eastern Sector, United States Military Entrance Processing (MEP) Command, 1999 Military Member of the Year. Byrd is a laboratory technician at the Raleigh, N.C., MEP Station. She has earned an associate's degree in medical laboratory technology and is currently pursuing a bachelor's degree in medical technology. She volunteers for Habitat for Humanity and is active in the Parent-Teacher Association.



Data Processing Technician 1st Class **John R. Berg** was selected as the 1998 Sailor of the Year for the Naval Aerospace Medical Research Laboratory, Pensacola, Fla. Berg is the Leading Petty Officer for the Automated Data Processing Division and manages more than 90 computers, nine servers and other network-related items while keeping them at or near 100 percent operational condition at all times.

On assignment



Photo by PH1 Jim Hampshire

"Spending a few days talking to major leaguers, you see that what these guys do to succeed isn't much different than what we stress to our young Sailors," said JO1 Ron Schafer, seen here interviewing Anaheim Angels' pitching coach Dick Pole during spring training in Tempe, Ariz. (See story, Page 20)."They all say the same thing. Discipline and teamwork are what take you to the top. I'm lucky. I've been able to witness that throughout the fleet. When I rode my first submarine, USS *Tennessee* (SSBN 734), when I saw how Sailors aboard USS *Yorktown* (CG 48) made the "Smart Ship" concept a reality or when I watched flight ops aboard USS *Harry S. Truman* (CVN 75), I saw that we're all in this together. That's what makes our Sailors the best, because they see it too."

Did you know?

Race walking was invented in the 18th century, in England, and was originally called pedestrianism. It became an Olympic sport in 1908.

The biathlon, that odd marriage of shooting, skiing and stamina, is a popular sport in the Soviet Union, Germany and other Scandinavian countries. It first appeared in the 1924 Olympics as a "military exercise," but was dropped after World War II because of the military connotation. The first world biathlon championship was held in Austria in 1958, and the sport returned to the Olympics in 1960. Women's biathlon was added to the Olympics in 1992.

A golf-like game was played by the Romans, during the reign of Caesar, by striking a feather-stuffed ball with club-shaped branches.

Scotland is home to the world's oldest golf course, St. Andrews, which was used as early as the 16th century. The Royal and Ancient Golf Club at St. Andrews was founded in 1754.

There are three different types of rodeo clowns. The first clown's main job is to protect the cowboy. The second clown, or barrel clown, stays in the barrel during the bull riding and is used as needed. The third is the comedy clown.

Boxing first appeared on the modern Olympic program in 1904 in St. Louis, Mo. Since that time, the United States has captured 47 of the 191 gold medals available, more than twice the number won by the second-place country, Cuba (23).

The Ironman Triathlon, held every year in Kona, Hawaii, was started by a small group of Sailors who got into an argument about who was in better shape – runners, swimmers or cyclists. Only 12 people finished the first race.

Bodybuilding as we know it today began some 60 years ago when men lifted weights in preparation for the first Mr. America title in the late 1930s.

any day...



U.S. Navy photo

All Hands wants quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and their family members at work and at play – performing those daily tasks that contribute to mission accomplishment. The hoot has been extended to encompass an entire week to allow commands more exibility. Selected photos will be published in the October 1999 issue of *All Hands*.

Photographs taken should reflect the diversity of both people and capabilities in e U.S. Navy and must be shot during the week of **Sunday, May 23** through **aturday, May 29, 1999**. Photos depicting safety or uniform violations will not be onsidered. The best shots tend to be candid and unrehearsed, displaying the imag- ation and creativity of the photographer.

All submissions must include full credit information (see below). Captions must e attached individually to each photo or slide.

To be considered, photos must be received at *All Hands* by **July 5, 1999**. hotos will not be returned. Submit processed and mounted color slides, or quality lor prints, either 5x7 or 8x10. Digital images will also be accepted with a minimum xel size of 2,000 X 1,200 (approximately 5X7 at 300 dpi). Digital images can be bmitted on a Zip disk with cutlines and photo credits embedded. Zip disks will t be returned.

Commands with digital photo capability can send attached .jpg files to Chief of formation Navy News Photo Division at navynewsphoto@hq.navy.mil. The subject e for all such submissions should read: Any Day Submissions.

ail submissions to: Naval Media Center, ATTN: All Hands Photo Editor, NAVSTA ashington, Anacostia Annex, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819. sure to mark all packages as "Any Day Submissions."

in the NAVY 1999

PHOTOCOPY THIS FORM AND ATTACH A COMPLETED COPY TO EACH PHOTO YOU SUBMIT.

otographer Information

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nk: _____

y station (include mailing address and phone number): _____

otograph Information

ere was the photo shot: _____

tion (what is happening in the photo): _____

sons pictured (include first and last names, ranks/rates, warfare designations and hometowns): _____

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All HANDS
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MAY 1999
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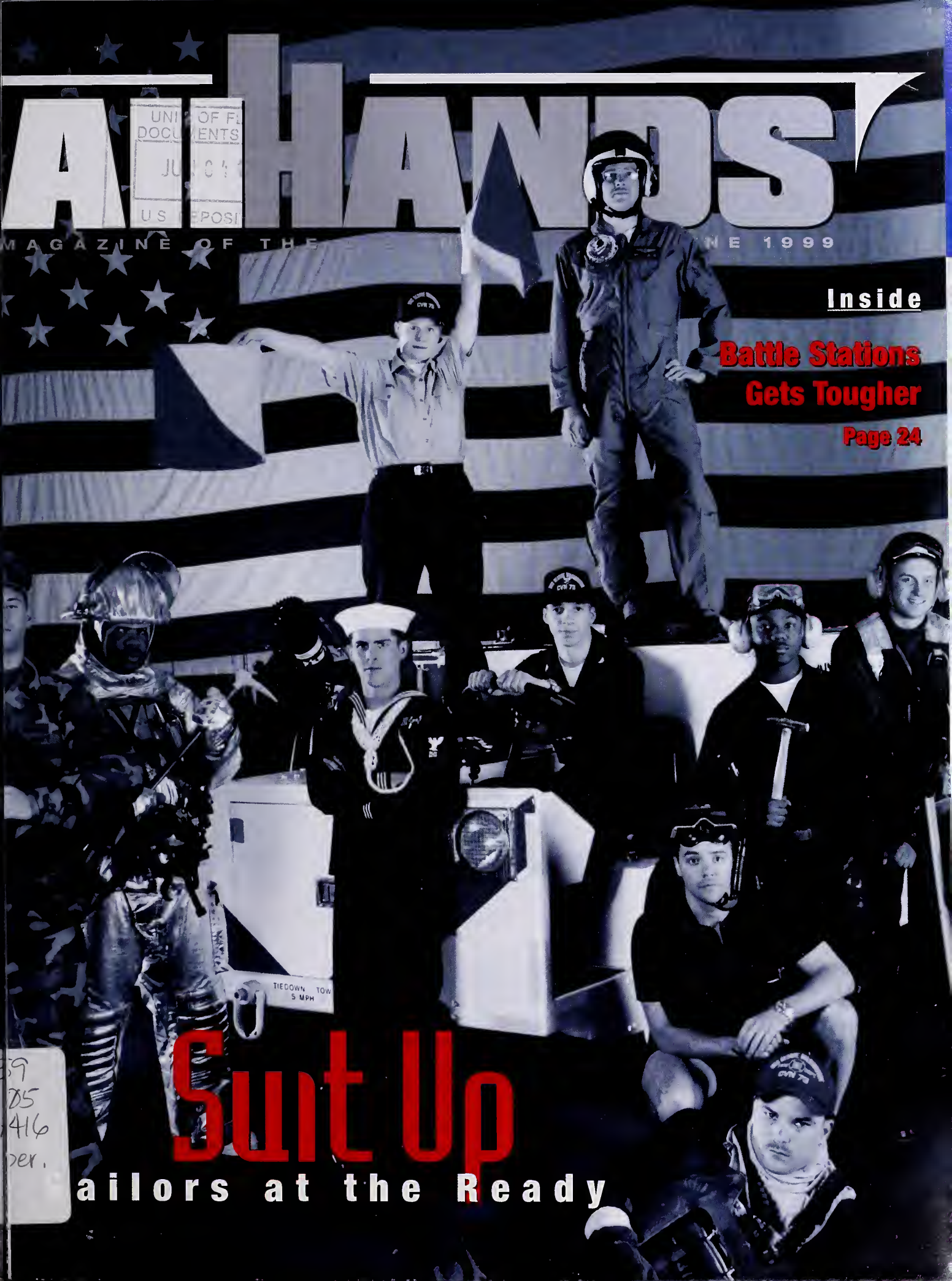
All Hands

MAGAZINE OF THE NE 1999

Inside

Battle Stations Gets Tougher

Page 24



Suit Up

ailors at the Ready

59
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416
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All Hands

June

Number 986

Features

12 On Top of a Tornado
Ever wonder what it must be like to ride a man-made tornado for more than 200 miles at speeds in excess of 40 knots? To find out, just ask any member of LCAC Assault Craft Unit 5 of Camp Pendleton, Calif.

16 Casualty Control
Damage controlmen fight fires, patch bulkheads and ruptured pipes and train Sailors in chemical, biological and radiological warfare (CBR). They have to know their jobs well. The entire crew depends on them. But where do they learn the skills they need to survive? The DC School in Great Lakes, Ill.

20 Five Decades of Freedom – NATO Turns 50
In April, leaders from all over the world came together in Washington, D.C., to celebrate the signing of the North Atlantic Treaty and the establishment of NATO.

16



Photo by PH1 James Hampshire

24 Into the Night – Battle Stations Gets Tougher
"They're coming back from Battle Stations," Seaman Recruit Martin Lawrence remembers someone saying as the column of sweat-drenched recruits outfitted in gas masks and battle helmets marched by. He didn't know what it was, or what it meant. Now, eight weeks later, he is about to find out ...

30 Fleet Battle Experiment "Echo"
This past spring the Navy successfully executed yet another in the series of experiments designed to test the effectiveness of naval forces when they face unconventional, non-military

All Hands

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Photo by JO2 Joseph Gunder III

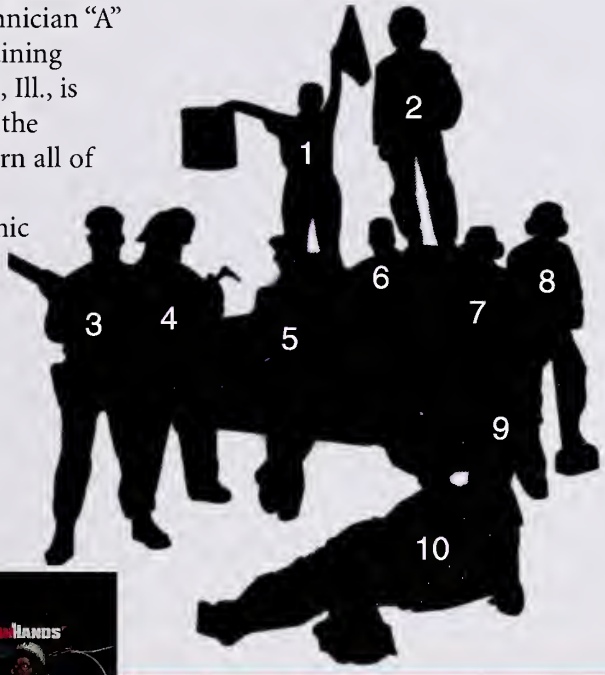
threats in shallow coastal waters. FBE-E was designed to employ new and emerging operational concepts and technologies to counter any potential threats in littoral areas.

32 The $35 Million Dollar Man
When his millions fly away, Aviation Mechanics Mate Anthony Troupe doesn't worry. He knows they'll always come back. That multi-million dollar F/A-18 *Hornet* that just shot off the deck is his. He "owns" it. That makes him one of the richest men in the Navy.

35 The Woman of Steel
Hull Technician 2nd Class Gale Maio probably knows just about every inch of piping on board USS *Theodore Roosevelt* (CVN 71). Because if something breaks, who do you think they're going to call to fix it?

38 Building a Better Board
The Electronic Technician "A" School at Naval Training Center, Great Lakes, Ill., is using concepts like the "Smartboard" to turn all of its classrooms into Automated Electronic Classrooms.

40 From Pieces to Parts
Mechinery Repairman 1st Class Merv "Bando" Keeto may be a machinist, but some say he is a magician. He can do wonders with the most insignificant shards of metal. When something breaks and there aren't any spare parts available to fix it, Keeto simply makes new ones.



On the Cover

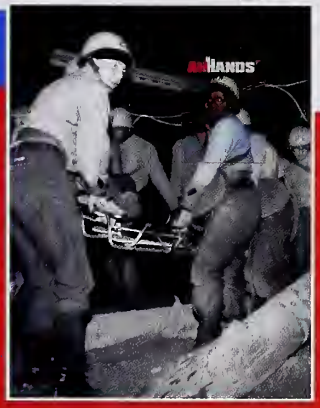
Sailors on board USS *George Washington* (CVN 73) suit up... ready for action!
Pictured are: 1. SMSN Chrisy Ogden 2. AW2(AW/NAC) Chad Wolters
3. MA2(SW/AW) Brian Metcalf 4. AA James Brown 5. BM2 Joseph Tidwell
6. AS3 Alejandro Nieves 7. QMSA James Wagoner 8. AN Ryan W. Cash
9. AW1(AW/NAC) Craig Wooten 10. DC2 Adam J. Smith

Photo by JO1 Robert Benson and J02 Joseph Gunder III

Departments

6 Around the Fleet
42 CyberSailor
44 Eye on the Fleet
48 The Final Word

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Back Cover

Recruits work together to carry a shipmate in the stokes stretcher through the downed power line obstacles during the Mass Casualty scenario of Battle Stations.

Photo by PH1 James Hampshire

Fire in the Sky



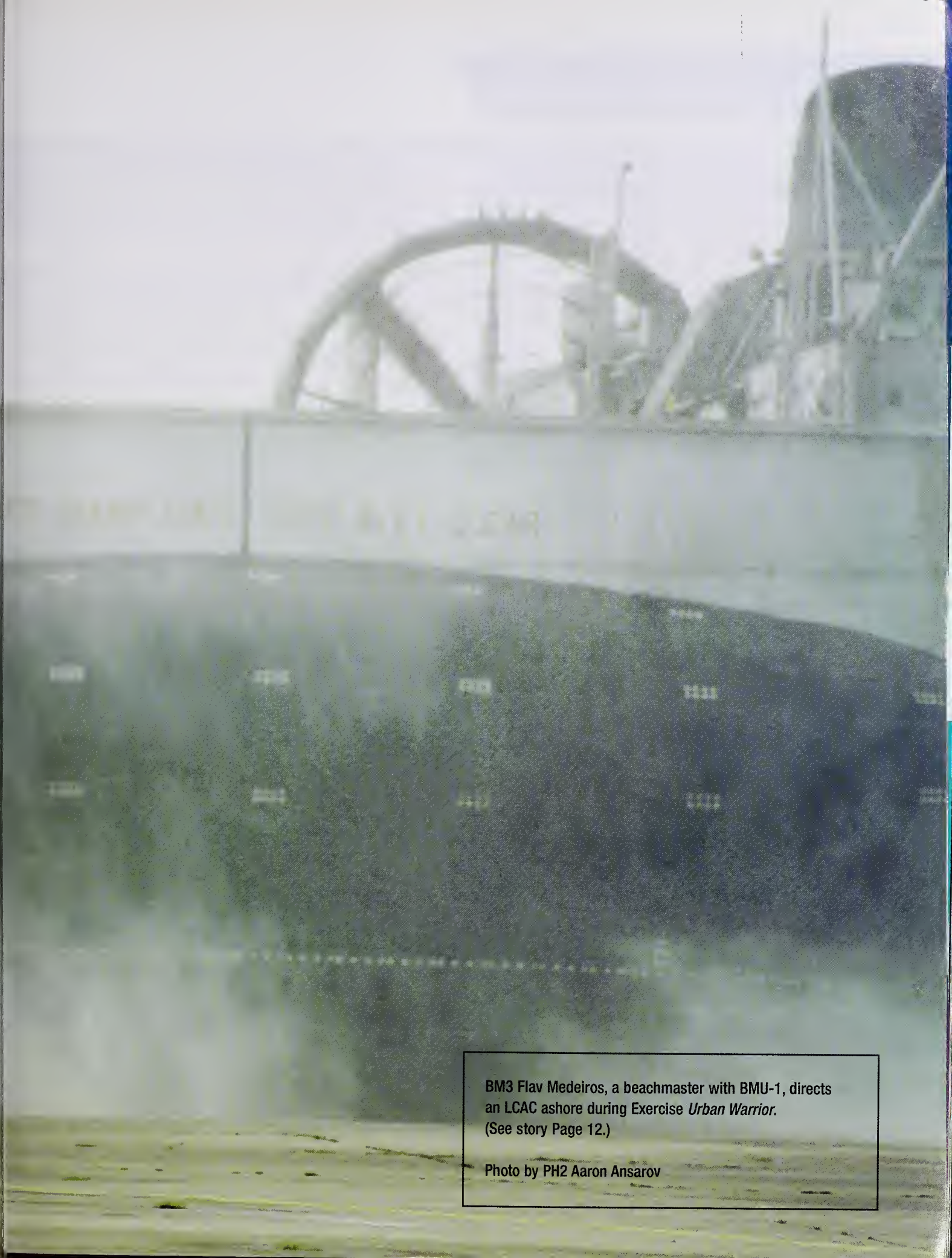


A Norfolk-based carrier leaves port and makes her way to sea under a canvas-like canopy.

Photo by PH1 William Goodwin

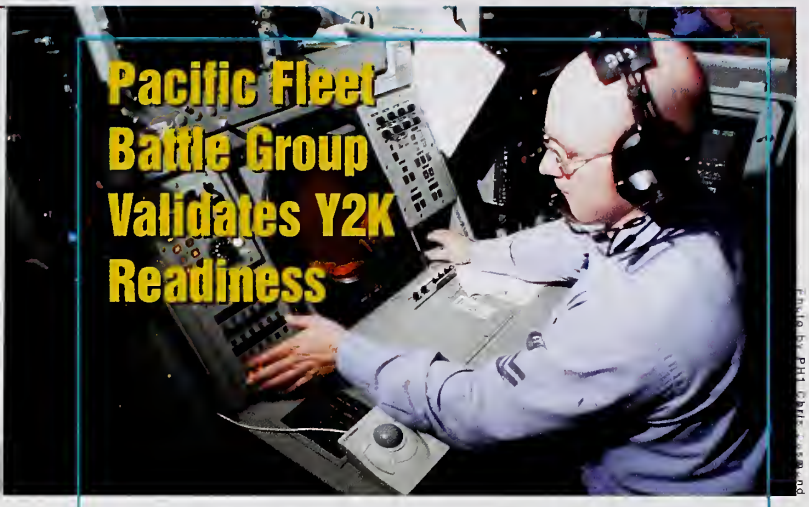
Sandy | Reach





BM3 Flav Medeiros, a beachmaster with BMU-1, directs an LCAC ashore during Exercise *Urban Warrior.*
(See story Page 12.)

Photo by PH2 Aaron Ansarov



Pacific Fleet Battle Group Validates Y2K Readiness

A petty officer mans his station in the Combat Information Center aboard USS *Kinkaid* (DD 965) during recent Y2K validation testing in San Diego.

Using a Battle Group Systems Integration Test (BGSIT), the U.S. Pacific Fleet recently verified Y2K compliance in a battle group environment at sea.

As the battle group cruised the Pacific, each ship's clock was rolled forward to the year 2000 to ensure that systems across the group would continue to work together in the new year.

Of the 260 systems throughout the battle group that were tested, only two minor anomalies were found. These are being corrected.

"We feel confident that Pacific Fleet is ready for the Year 2000," said CAPT Tim Traverso, Pacific Fleet Y2K director. "I can be this confident because of all the testing we've done in the lab, on ships in port and now at sea in a battle group environment."

Sixteen ships from the U.S. Navy's Pacific Fleet, the U.S. Coast Guard and Canada participated in the exercise. It was the first battle group exercise designed to validate systems for Y2K.

Y2K is a top priority for the Pacific Fleet and is considered an important readiness issue. This validation exercise was a multi-level, battle group approach designed to ensure that multi-ship groups can work together as a team without interference from Y2K-related problems.

During the past three years, the Navy has inventoried Y2K-vulnerable systems and installed fixes to correct known Y2K problems.

This underway validation was the final step in the Y2K validation process for this group of ships. Future Pacific Fleet BGSITs will include the USS *John C. Stennis* (CVN 74) and the USS *Kitty Hawk* (CV 63) Battle Groups, as well as other forward-deployed naval forces. The Atlantic Fleet will look to conduct underway validation of the USS *John F. Kennedy* (CV 67) Battle Group this summer and the USS *Dwight D. Eisenhower* (CVN 69) Battle Group in the fall.

This was the first time an entire battle group participated in a Y2K validation.

Story by JO2 Sean A. Hughes, who is assigned to the public affairs office Commander in Chief, Pacific Fleet.

USS *Thorn* Leads Multinational FlyEx `99

Making enough deck landings to challenge an aircraft carrier, helicopters from eight NATO warships, including USS *Thorn* (DD 988), recently conducted *FlyEx '99* while on station in the Adriatic Sea. The exercise helped helicopter crews and shipboard operators refine their flight operation skills while working in a multinational environment.

Thorn, which was serving as flagship for Commander, Standing Naval Force Mediterranean (STANAVFORMED), orchestrated the five-hour flight exercise. STANAVFORMED ships and helicopters conducted a series of aerial events including deck landing qualifications, radar-vectored approaches, personnel transfer, hoisting and vertical replenishment, recovery and assist landings and refueling operations.

"We conduct exercises such as this in order to attain a certain level of interoperability within the force," said *Thorn*'s air detachment officer-in-charge, LCDR Scott G. Wolfe. "When you have ships and helicopters which are unfamiliar with each other's operating procedures, it's very important to standardize the way you do business."

As Operations Specialist 2nd Class Josh Hunter of Canon City, Colo., explained, once the language barrier between ships was overcome, the standardization process between multinational forces could begin.

"When we operate with U.S. ships, the procedures are standard," said Hunter. "Our challenge in working with helicopters from different countries is becoming familiar with their procedures."

By enhancing the effectiveness of helicopter and flight deck crews on all NATO vessels, *FlyEx `99* has helped STANAVFORMED warships standardize helicopter-operating procedures and achieve increased force interoperability.

Story by LTJG Robert Bryans, USS Thorn *(DD 988).*

NMC San Diego Uses New Device to Analyze Cancerous Lesions

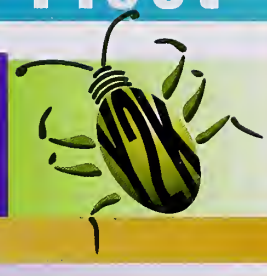
Naval Medical Center San Diego has a new device to analyze cancerous lesions. Using a simple sugar compound that is absorbed by the lesion, a new device called a Positron Emission Tomography (PET) scanner can create images that show the sugar

Tell us something we don't know.

Send your comments to:
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Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
214	16	29	59

Y2K and You

This month's column focuses on Y2K scam artists and fear mongers who hope to cash in on your uncertainties about Y2K. The answer comes from the CNO's Y2K Project Office.

Q: I read in a recent NAVADMIN about possible Y2K scams. Do you have any more details?

A: There are, indeed, scam artists out there trying to prove that P.T. Barnum was right when he said, "There's a sucker born every minute."

Back in February, information was received by the Naval Investigative Service from the National Fraud Information Center (NFIC) about a credit card scam related to the pending millennium and anticipated Year 2000 (Y2K) problems. In this scam a prospective victim gets a call from a solicitor who is offering "credit card insurance" or "Y2K-compliant magnetic strips" for credit cards. Usually the caller says he represents a bank or other credit card issuer, but he does not mention the name of the institution he represents. The caller states that to make the victim's credit card "Y2K compliant" and immune to potential millennium-related problems, a new magnetic strip will be mailed to the victim to affix to the card. However, the victim is requested to give the credit card number to the caller.

There are several clues in this scenario that indicate a scam. First, credible solicitors always identify themselves, as well as the company they represent. Secondly, when you use your card, it is swiped through a reading device that reads the magnetic strip for approval purposes. Therefore, if there were a Y2K "reading" problem, it would probably be in the machine it is swiped through, not the card. And finally, always be cautious if someone asks you for your credit card number. After all, if someone is calling about a problem with your card, shouldn't they know the number?

Another related Y2K scam is one in which "credit card insurance" is offered to protect cardholders from any Y2K-related problems. The Naval Criminal Investigative Service warns of two companies that have been associated with this particular type of scam, "Credit Card Securities" and "National Credit Card Protection."

A good rule of thumb is that credit card, bank account, financial or personal information should never be given over the telephone to unsolicited callers. If you receive any such calls, BE SUSPICIOUS! Take actions to protect yourself as well as your shipmates by reporting the call to the Naval Criminal Investigative Service, a local law enforcement agency, or the National Fraud Information Center at (800) 876-7060.

There are also some bank scams of which you should be aware. The following experience was shared by a DOD worker: "I got a call from a man this weekend telling me he represented my bank and that they were having difficulty meeting requirements to be computer ready for Y2K. He said all bank customers would need to transfer their accounts to a bond account specially designed to protect our money until the bank could fully comply with Y2K requirements. He then asked me to confirm information about myself, specifically my account number, and that I needed to give verbal authorization to transfer funds to this special bond account. He said I would lose all of my money if I didn't transfer it. When I asked him which bank he represented, he hung up."

The bottom lines are: (1) If it sounds like it doesn't make sense, it probably doesn't, (2) If it sounds too good to be true, it probably is.

Don't let some scam artist prove P.T. Barnum was right!

Do you have a Y2K question you would like us to answer? Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

***All Hands*, Naval Media Center**
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

accumulation in the cancerous lesion. Non-cancerous lesions do not show the accumulation.

The resultant PET scan can be used by the physician to determine treatment. PET scans more accurately show the extent of the cancer and thus provide more information about whether surgery, radiation treatment or some other form of care would have the greatest chance of success.

"At least eight surgeries, which would not have benefited the patient, have been avoided since installation of the PET scanner," said CDR Rodney Dunseath, Nuclear Medicine Division director. "By looking at the processing of the imaging agent in the chest and neck, we're better able to determine if there is unsuspected cancer and then provide better direction for the patient's treatment."

Story by Doug Sayers, Naval Medical Center San Diego public affairs office.

On assignment



Photo by JO2 Joseph Gunder III

"My first experience on board an aircraft carrier was definitely a memorable one," said JO2 Brigette Barnes. "But the best part was just getting to the ship.

Assigned to cover *JTFEX 99-1*, Barnes drove down to Norfolk and boarded the carrier on board delivery (COD) plane. "I was psyched for the trap. Everyone had told me about it. But, the plane developed mechanical problems halfway to the carrier, and we returned to Norfolk.

"The next day, we were loaded onto a CH-53 *Sea Stallion*. The back of the helicopter was open, so it was very cold. After an hour and a half flight, we circled the carrier for another hour and a half, unable to land. We then had to head back to Cherry Point, N.C., to refuel.

"I guess the third time is a charm because we finally set down on the flight deck and I spent three great days on board receiving the education of a lifetime."

NMCB-24 Wins FY98 Perry Award

Naval Mobile Construction Battalion (NMCB) 24 is the recipient of the FY98 Perry Award for being the most outstanding naval mobile construction battalion in the Naval Reserve Component.

NMCB-24's selection is based on outstanding performance in achieving the highest mobilization readiness level within the 2nd Naval Construction Brigade and providing more than 5,000 days of quality support to various joint and Navy customers worldwide. In addition to quality and on-time accomplishment of project tasking, NMCB-24's innovative approach to training at all levels resulted in an exceptionally high overall skill level attainment.

NMCB-25 achieved a close second in the selection process, exhibiting outstanding performance in completing an arduous military training program, while simultaneously completing more than 3,000 days of contributory support.

Story by Naval Facilities Civil Engineering Command, Washington, D.C.

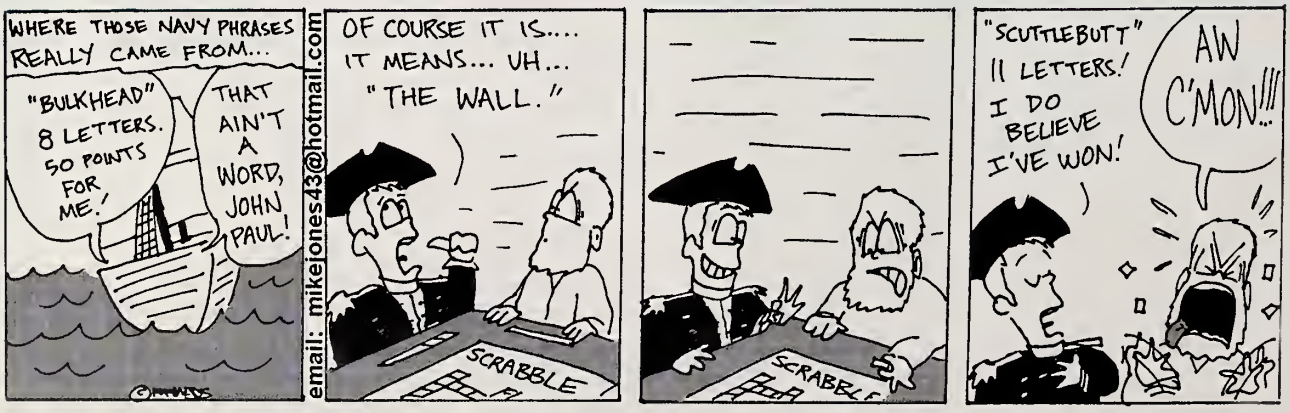
Stennis Named Fleet's Safest Carrier

USS *John C. Stennis* (CVN 74) was recently announced as the 1998 ADM Flatley Memorial Award winner for being the Navy's safest aircraft carrier. The award recognizes naval vessels that surpass all competitors in shipboard safety. The basis for selection is operational readiness and safety.

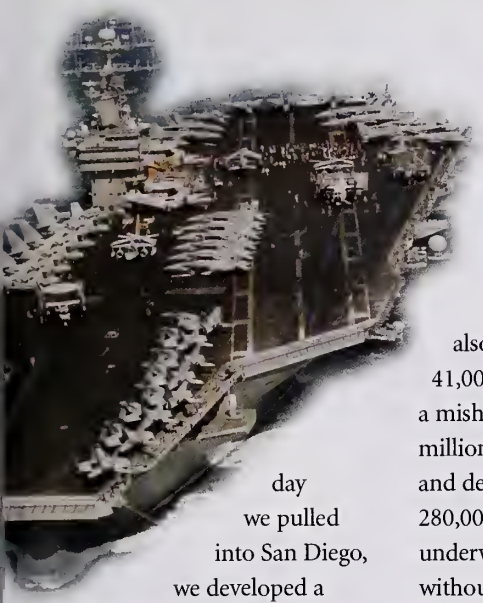
"This is my fourth carrier, and no carrier has put more emphasis on safety than this ship," said Chief Aviation Boatswain's Mate (Launching-Recovery Equipment) Mike Petty of Pocatello, Idaho. "The maiden deployment was the first mishap-free cruise I've ever been on. From our pre-commissioning phase in Norfolk to the

Ricky's Tour

By JO3 Mike C. Jones



mikejones43 @ hotmail.com

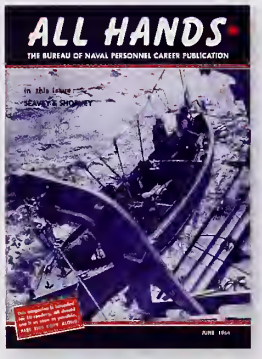


day we pulled into San Diego, we developed a good training foundation on safety, and I'm certain it will stay that way for years to come."

While underway in 1998, the ship logged nearly 17,000 flight hours, more than 11,000 fixed-wing landings and more than 4,000 helicopter landings with no flight violations. The ship also conducted more than 41,000 aircraft moves without a mishap, received nearly 13.5 million gallons of JP-5 jet fuel and delivered more than 280,000 gallons during 14 underway replenishments without a spill. Safe anchor operations were conducted 29 times, and injuries requiring medical attention were reduced by 20 percent from 1997.

Story by JO3 Jason B. Heavner, assigned to the public affairs office, USS John C. Stennis *(CVN 74.)*

TIME CAPSULE



Thirty-five years ago, the June 1964 issue of *All Hands* focused on Navy boats. Some features in the issue were:

Jacks-of-all-jobs: The Story of Navy Boats. "No matter how large and how modern our ships may become, boats will always be a necessity in the Navy."

Amphib Anniversary: "When the Navy's amphibious forces counted the 22 candles on their birthday cake earlier this year, they began taking stock of their past and present accomplishments and their future possibilities. The findings were impressive."

MSBs Stay Up Front and Lead the Way: "MSBs are minesweeping boats. They were specifically designed for minesweeping duties but are not designated as minesweeping vessels nor classified as combatant ships. They're designated as service craft, and assigned to the Atlantic and Pacific Fleet Mine Forces.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

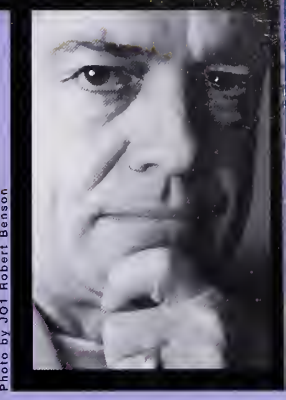


Photo by JO1 Robert Benson

The following questions are from an all hands call at the Defense Information School, Ft. Meade, Md.

Q: Will single and married Sailors ever be paid the same Basic Allowance for Housing rates?

A: The pay-equity issue has been around for as long as I've been in the Navy. I can't forecast what will happen, but I do know that it's beginning to make its way onto many people's scopes, especially those on the Revolution in Business Affairs working group. I'm not sure I'll see it come to fruition during my tenure as MCPON, but it's something that will merit watching.

Q: Will Sailors who do not have a warfare qualification be hurt in the advancement process?

A: For Sailors who have not had the opportunity to earn a warfare device, the mandatory warfare qualification does not apply. For those Sailors who have had the opportunity to qualify since the mandatory requirement went into effect in September 1999, it will. Sailors serving on a Type 2 or Type 4 platform who are not warfare qualified have 18 months to complete the program. Sailors who are already qualified must requalify within 12 months of checking onboard a Type 2 or Type 4 command.

Q: Why are we letting more recruits without a high school diploma into the Navy?

A: Enlisting approximately 10 percent of recruits without a high school diploma, instead of 5 percent, is just a return to our standards before the drawdown. As we entered the 1990s, we were able to raise entrance standards because of the lower recruitment numbers allowed by the drawdown. I want to stress to all of you that we are still recruiting quality Sailors. Though some of these Sailors do not have a diploma, they have demonstrated that they are proven performers through previous work experience and above average test scores. They may have left high school due to financial need or were home-schooled. Do not forget that the Sailors who won *Desert Shield/Storm* were recruited at the 10 percent ratio.

Speaking with Sailors **is a monthly column iniated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet



Mrs. Mary Elizabeth "Tipper" Gore and Under Secretary of the Navy Jerry Hultin talk with USS *Greeneville* (SSN 772) Sailors in the crews' mess. Mrs. Gore is the sponsor for *Greeneville* and had the opportunity to embark the submarine. While aboard the sub she met with the crew, rode the bridge, assumed duties as the planesman, observed general quarters and experienced a demonstration of "angles and dangles."

TRICARE Information For Transferring Sailors

Active-duty Sailors and their family members making PCS moves may now obtain information on available medical care at their new permanent duty station.

Simply log onto the World Wide Web under TRICARE at **www.TRICARE.osd.mil** or via the DOD and Navy's new LIFELINES site at **www.lifelines4qol.org**.

Military personnel and their family members can get information about health care services at their new duty station, browse provider (doctor) directories, review commonly asked questions, send e-mail and download forms. Call your TRICARE office at the toll free numbers below:

- **Region 1:** (PA, CT, DE, MA, MD, ME, NH, NJ, NY, VT, RI, Northern VA and Wash. DC) 1-888-999-5195
- **Region 2:** (Southern VA, NC) 1-800-931-9501
- **Region 3 and 4:** (SC, GA, FL, AL, MS, TN, LA) 1-800-444-5445
- **Region 5:** (MI, WI, IL, IN, OH, KY, WV) 1-800-941-4501
- **Region 6:** (OK, AR, LA, TX) 1-800-406-2832
- **Region 7 and 8:** (NM, AZ, NV, Southwest TX, CO, UT, WY, MT, Southern ID, ND, SD, NE, KS, MN, IA, MO) 1-800-406-2832
- **Region 9 and 10:** (CA) 1-800-242-6788
- **Region 11:** (WA, OR, Northern ID) 1-800-404-0110
- **Region 12:** (HI) 1-800-242-6788
- **Overseas:** 1-888-777-8343

Story by TRICARE public affairs.

SHIPMATES



Aviation Electronics Technician 2nd Class (AW/SW)
Henry O. Amadasu was selected as USS *Enterprise* (CVN 65) 1998 Junior Sailor of the Year. His duties include 3M work center supervisor, electrical safety and tool issue manager, safety petty officer, hazardous materials petty officer, physical readiness coordinator and instructor in both air and surface warfare programs.



Aviation Storekeeper 1st Class (AW) **Samuel C. Dowell** was named as Naval Forces Japan's 1998 Sailor of the Year by RADM Donald A. Weiss, Commander, Naval Forces Japan. Dowell, a native of Bentonville, Ark., represented Naval Air Facility Misawa.



Electronic Technician First Class (SW/AW) **Christina Hines** was recently selected as 1998 Sailor of the Year aboard USS *Wasp* (LHD 1). Hines, the communications work center supervisor, maintains all of *Wasp*'s external communications.



Radioman First Class (AW) **Chiquita Golden-Talbot** was selected as 1998 Sailor of the Year for U.S. Special Operations Command, Tampa, Fla. As a lead system administrator, she is responsible for more than $100 million worth of command, communication and computer systems and provides intelligence network support to more than 3,200 special operations personnel at more than 30 worldwide locations.

Story and photos by JO1 Ron Schafer

Culinary Convenience





Above: MS2 Ronnie L. Whittington, a native of Louisville, Ky., assigned to Fleet Combat Training Center, Dam Neck, Va., and MS2 Marino T. Terrell of USS *Ramage* (DDG 61) from Alexandria, La., prepare a batch of pinwheels.

It's a fact. Sailors are always ready to learn. Whether it's on-the-job training, "C" schools or off-duty education, Sailors can never seem to get enough of what it takes to improve their job skills, leadership potential or good old-fashioned know-how. Trouble is, getting the necessary training to sustain that level of readiness can be difficult. So, the Navy is doing something about it.

Through a program initiated by the Chief of Naval Education and Training, schools that were once deemed too costly in terms of dollars or TAD time are being brought to high fleet concentration areas.

The Homeport Training concept is one answer to the fleet's requirements for training. The idea is to provide courses through commercial vendors in areas that are accessible to a great number of Sailors. According to Fred Barranger, director, Local Training Authority Hampton Roads, mess management specialists in Norfolk are involved in the pilot program that may eventually be expanded to other areas.

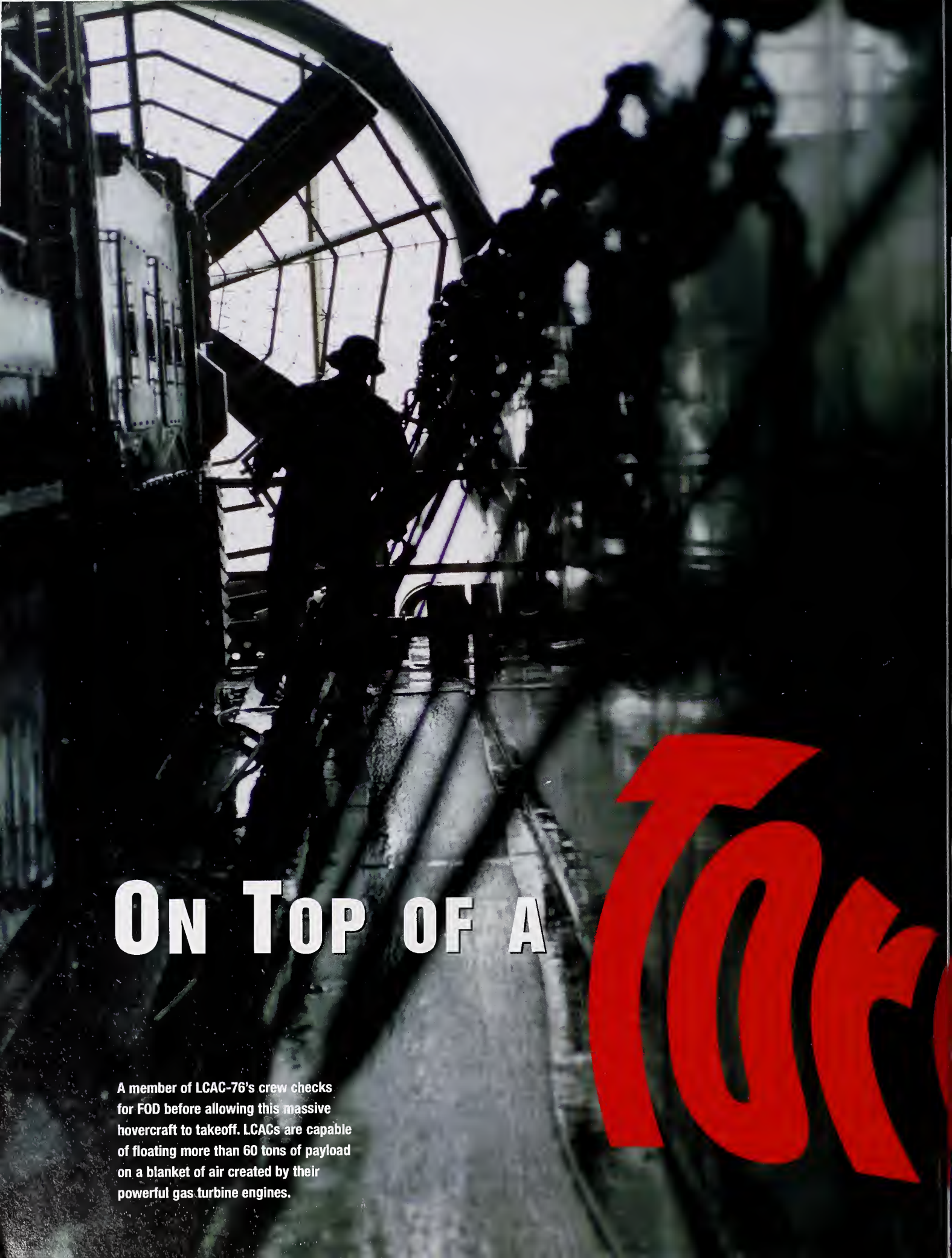
"The Culinary Arts course at Tidewater Community College is an example of the non-traditional education that we are trying to provide," explained Barranger. "General mess operations, private mess operation, and public quarters flag mess were all courses that were single-sited in San Diego. For an East Coast Sailor to attend the course, commands would lose the Sailor for a long period of time and have to spend a lot of TAD dollars. CNET is trying to be responsive to that by taking these courses, particularly courses that lend themselves to commercial applications, and go to commercial outlets to teach the courses and get them out to the fleet concentration areas."

Barranger added that other potential sites are being researched to expand the program. In addition to the obvious benefits of learning, Sailors can also earn Navy Enlisted Classifications and college credits from these courses. Barranger said the response has been overwhelming.

"They're asking for more training – courses for the general mess that they can take back to their command to improve the quality of the product they're able to provide."

"What we do here affects the troops," said Mess Management Specialist 2nd Class Amy M. Parker of Fleet Combat Training Center, Dam Neck, Va. "If we bring back one thing we learn here to the command, it makes a big difference. People eat with their eyes so things like garnishing can really make a difference. Having the class here is excellent. I don't have to worry about having someone take care of my house. I can just come up here for class every day."

Schafer is a Norfolk-based photojournalist for All Hands.



On Top of a

A member of LCAC-76's crew checks for FOD before allowing this massive hovercraft to takeoff. LCACs are capable of floating more than 60 tons of payload on a blanket of air created by their powerful gas turbine engines.

Story and photos by PH2 Aaron Ansarov

Ever wonder what it would be like to ride a man-made tornado for over 200 miles at speeds in excess of 40 knots? Then beaching that tornado and offloading more than 60 tons of people and equipment?

To find out, just ask any member of the Landing Craft Air Cushion (LCAC) Assault Craft Unit (ACU) 5 of Camp Pendleton, Calif. At ACU-5 Sailors have the opportunity to operate or maintain one of more than 90 of these floating jets and they love it.



(Left to right) GSM3 James Kearns, GSMFN Kinta Elliot and BM2 Terry Smith are all part of the LCAC-76 team.

"I've been here a little more than two years and it's the best job I've ever had," said Fireman Lane Mounlasy, who is stationed with ACU-5 on board LCAC 75. "You can ask anybody here and they'll say the same. Once you get to ACU-5, you don't want to leave. The duty is great."

LCACs and their crews have become an integral part of the Navy and Marine Corps amphibious landing force. Since 1987, when the $6 million dollar assault craft were officially adopted into the naval arsenal, the advantages of the LCAC have been realized time and again.

An amphibious task force can use LCACs to make beach attacks from nearly 500 miles away. Once in the water, LCACs will race to the drop zone where they can deploy troops and materials on dry, trafficable beaches, thus reducing the build up of troops and equipment within the surf zone. Additionally, an LCAC is not restricted by tides, beach gradients or surf conditions, giving the craft access to 75 percent of the world's beaches.

These craft were designed to transport Marine forces from ship to shore quickly and safely. Personnel are not exposed on the deck of an LCAC during operations. They stay in a "personnel transport module." This sardine can-looking box is quickly set up and holds about 180 troops for transport without anybody's hair getting wind blown.

Other distinct features of the LCAC's multi-tasking capabilities are the addition of mine countermeasures, which make the craft a capable mine seeker, and a cold weather kit, which allows LCACS to operate in arctic conditions.

But it takes more than a few people to handle this great beast on air. There is a craftmaster, usually a chief petty officer or above; a navigator; and an engineer who occupy the LCAC's cockpit. These three Sailors form the heart of the LCAC, and ensure safe delivery of combat forces ashore.

There are also 11 more Sailors working to keep everything running smoothly. They perform a variety of tasks including maintenance and cargo control. A key figure in this group is the loadmaster, who acts as port lookout during every flight. The loadmaster is also responsible for all of the gear and equipment on deck.

Petty Officer 2nd Class Pat Padilla, the loadmaster on board LCAC 24 said, "The winds coming out of this thing get up to 250 miles per hour so I have to make sure everything is secure."

Padilla is also responsible for the amount of weight and proper placement of the equipment on the craft.

"We can hold up to 60 tons of cargo on deck which ends up making us weigh around 200 tons total, and that's a lot of

nado

The ocean seemed to catch fire as the waves hit the open well deck of USS *Bonhomme Richard* (LHD 6) the morning of the mock invasion during Exercise *Urban Warrior '99.*

weight to float," Padilla said.

Padilla has been loading and unloading equipment for years and has become an expert. Equipment control on the craft is very important to the LCAC's ability to land safely on a beachfront.

Of course, a proper and effective landing would not be possible without the efforts of the crew from Beach Master Unit (BMU) 1 based at Naval Amphibious Base, Coronado. Riding with the first assault wave of a landing, four to 21 Sailors make up a cushion landing zone (CLZ) team setting up the beach and guiding all troops and equipment to the combat front. Doing this also requires that the CLZ team removes debris and flattens the beach to allow for an easier transit.

"We're always on call from the time we get to the beach," said Chief Petty Officer Everett Hopper, with BMU-l. "It's like a family who knows what has to be done and gets it done."

Just as important as the LCAC crew and beach masters are the Sailors who work on the amphibious ships where the LCACs are berthed in transit to operational areas overseas. Petty Officer 1st Class Dwight Johnson, stationed on

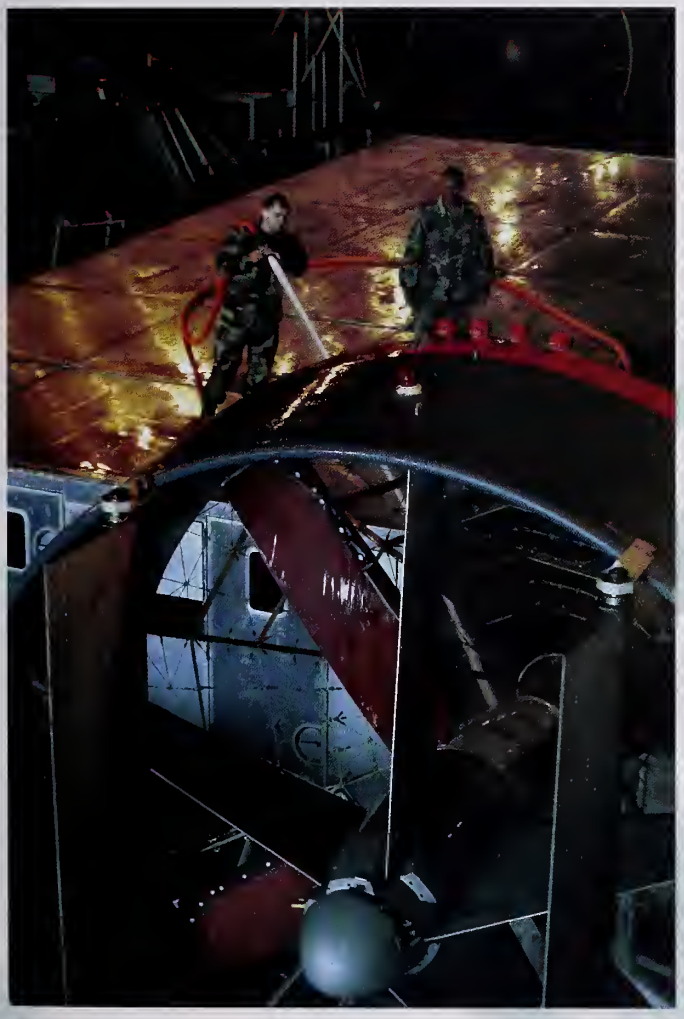


The well deck on USS *Bonhomme Richard* was filled to the brim with LCACs holding hundreds of tons of armored vehicles, hum-vees and cargo to be transported to land during Exercise *Urban Warrior '99.*



BM3 Flav Medeiros spent many hours assisting the LCACs in their landings and takeoffs from Alameda Naval Base, San Francisco, during Exercise *Urban Warrior '99.*

"We're always on call from the time we get to the beach," said Chief Petty Officer Everett Hopper, with BMU-I. "It's like a family who knows what has to be done and gets it done."



Like a bird cleaning the teeth of a giant alligator, these men take great care in cleaning their mighty machine at the end of another long day.

board USS *Bonhomme Richard* (LHD 6), is involved with signaling the LCACs during onload and offload of the craft. He has only done this unassisted a few times, but when asked how he liked it, he said, "It feels like I've been doing it for years. It's a great job that gets my adrenaline flowing."

While any one job dealing with LCACs is exciting, the coordination of an LCAC landing requires teamwork between all units involved. Every member of the ship's force, the LCAC crew, the beach master unit and the Marines who use the LCAC as transportation have to work together to guarantee operational success. A big part of ensuring that this happens is practice.

During various exercises throughout the year, like the recent *Urban Warrior* exercise conducted off the coast of California, LCAC Sailors come together and use their skills in a mock combat scenario. This is a fast-paced time when everyone is put to the test and challenges seem endless. But when all is said and done these exercises provide valuable lessons and promote a feeling of accomplishment.

Working with an LCAC unit may be one of the most rewarding jobs in the Navy. With such a strong feeling of family, it's the kind of job that people don't want to leave.

And who could blame them? Mastering a tornado can be a whole lot of fun.

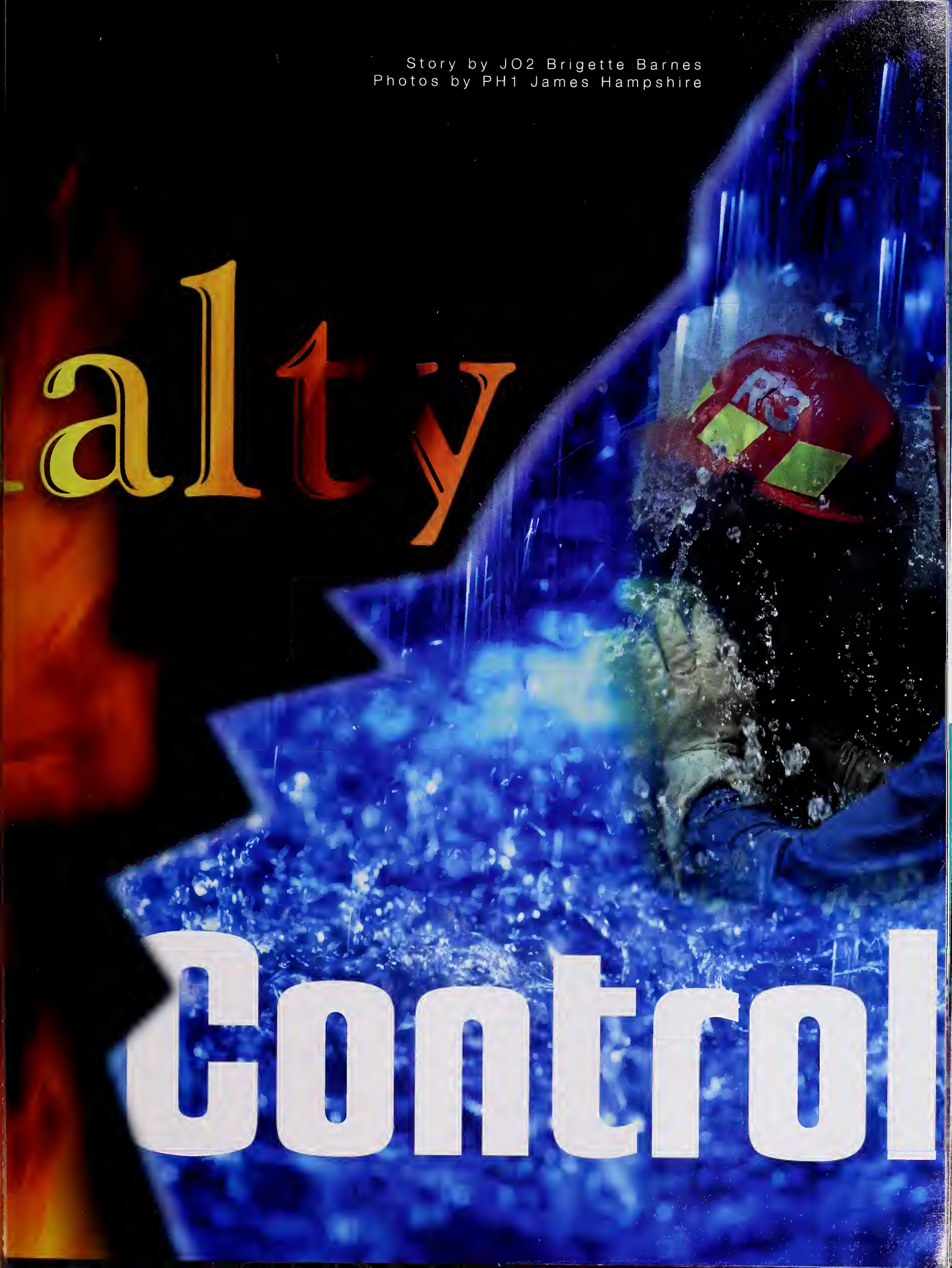
Ansarov is a photojournalist assigned to the Public Affairs Center, San Diego.

Casu

The fire seems to roar like a wounded animal as it climbs the compartment's bulkheads trying to escape. The three-man hose team moves cautiously yet diligently into the heat. Moving in unison, as if part of a choreographed dance, they give the flames the respect they deserve. To them, fire is as unpredictable as a rabid dog and they don't want to get bitten today. But then, they don't get bitten too often, if ever. These Damage Controlmen, or DCs, know their job, and they are ready.



Story by JO2 Brigette Barnes
Photos by PH1 James Hampshire



alty Control



Hose teams join together to combat the fire in the fire trainer.

DCs, among other things, fight fires and train Sailors in chemical, biological and radiological warfare (CBR). They have to make sure they know their jobs – well. The entire crew depends on them. And there is little room for error.

"When you're on a ship and you're 1,000 miles away from the coast, you have to react fast and make split-second decisions," said DCCS(SW) Lawrence DeBeau, Damage Control "A" school leading chief petty officer. "Not only do you have your own life at risk, but you have everyone else on the ship."

To make sure the Navy has well-trained and well-prepared Sailors to fill the rating, all Sailors aspiring to the specialty must attend DC "A" school, at Naval Training Command, Great Lakes, Ill.

Students attend an intensive eight-week course, covering everything from shoring to decontamination training to firefighting.

The school opened in 1988 at Treasure Island, San Francisco, but has since moved to Great Lakes.

Firefighting is stressed at the school, which has the facilities to simulate a multiple-deck compartment fire using large, 24,000-gallon propane tanks.

Sailors are taught to use the "Scott Air Pack," a self-contained breathing apparatus similar to what civilian firefighters wear, rather than the traditional OBA, or oxygen breathing apparatus. The pack, which Sailors' strap to their backs, is based on supply and demand. It doesn't feed air to the user unless a breath is taken. It also can be refilled quickly. A 45-minute bottle can be filled in less than a minute. Once an OBA canister is depleted, it's useless.

"OBAs are ancient compared to the Scott Air Packs," said DeBeau.

The new air packs are expensive, but they are cost effective in the long run. Each air pack costs approximately $2,000, but they can be re-used over and over again. Although each OBA canister costs about $100, it can only be used once and then is discarded. Additionally, empty - canisters are considered Hazardous Material, which causes a whole different set of problems.

According to DeBeau, in the years since the 1967 disaster on USS *Forrestal* (CV 59), naval firefighting science has come a long way. Many improvements have been incorporated into the daily life at the DC school.



Sutdents move to patch a hole in the overhead before it is too late.



Students attempt to patch a hole in the wet trainer.

"The equipment worn today provides the wearer more protection," said DeBeau. "The fire fighting ensemble (FFE) now has water packs for cooling the body and flash hoods.

"Firefighting science changes on a daily basis," continued DeBeau. "New techniques are being tried all the time. For example, aqueous film forming foam (AFFF) is now being used to fight bravo class (oil and liquid) fires. We've gone to a five-pound AFFF portable bottle. Flight decks now have a HALON 1211-type bottle. We've gone to water-mist systems in the compartments. We've gone to a single hose attack so there won't be so much water in a compartment. Those are some of the things we are working with now."

The instructors know how important it is to train with new technologies. "I've been through two main space fires back in 1985 and 1986," said DC1(SW) Brian Guthrie, leading petty officer and student military advisor. "We didn't have all this protective clothing. Firefighting techniques and equipment have come a long way since then."

The school's 60,000-gallon water tank is used for firefighting training as well as for instruction in the other type of casualty that makes every sea-going Sailor nervous – flooding.

"Wet training" in the art of how to shore up holes in piping and bulkheads is a huge part of training at the DC school. Students are instructed in shoring and patching while icy-cold water fills the trainer, sometimes reaching heights as much as four feet.

"Before I joined the Navy, I always wanted to be a fireman," said DCFR Mumtaz Ashraf from Stockton, Calif. "I think this school has helped prepare me to go out to the fleet and handle any kind of situation."

"It's not like other schools where you have to sit and be quiet all day," said DCFR Eric Allbritten from Tucson, Ariz.

Being a firefighter on ship is much different than being a civilian firefighter. "You don't have wide-open spaces," said DeBeau. "You have to go through narrow compartments. You have to work around small, tight spaces. You also always have to worry about flooding. If you put too much water inside the skin of the ship, it will sink. Here, students learn to think on their feet. At sea you can't get extra equipment. You have to manage not only your time, but the equipment as well.

"As long as we have ships and they have controllers, fuel systems and engines, we are going to have casualties," said DeBeau. "And they could happen at any time of the day or night."

But, if it does, don't panic. DCs are on watch.

Barnes is a journalist and Hampshire is a photojournalist for All Hands.

In April, leaders from all over the world came together in Washington, D.C. to celebrate the signing of the North Atlantic Treaty and the establishment of NATO. It was a meeting made all the more poignant by NATO's effort to halt Serb aggression in Kosovo during Operation *Allied Force*. NATO's 50th Anniversary Summit commemorated the organization's extraordinary success in safeguarding the freedom and security of its members during the last half of this century and charted the way for a larger, more flexible Euro-Atlantic alliance in the next.

Five Decades of Free

NATO turns 50



LT Glen Sedam briefs a multi-national group of sideboys during a NATO-sponsored port visit by USS *Claude V. Ricketts* (DDG 5) to Washington, D.C. (Oct. 19, 1964)

The Parties agree that an armed attack against one or more of them in Europe or North America shall be considered an attack against them all...

— Article V of the North Atlantic Treaty, April 4, 1949



In the years immediately following the end of World War II, the Allied leaders in Europe and North America sought to reduce defense spending, demobilize battle-weary troops and rebuild the devastated European economy. But events in Russia wouldn't let them. The expansionist Soviet Union had no intention of withdrawing its troops and hardware from Central and Eastern Europe and was beginning to take a firm grasp of countries in the region. Democratic states in the West, meanwhile, perceived the communist presence as an ideological, political and military threat to their security.

Between 1945 and 1947, a series of dramatic political events including the blockade of East Berlin, a Soviet-led coup in Czechoslovakia and escalating tensions throughout Europe, culminated in the creation of the North Atlantic Treaty Organization (NATO) in 1949. The North Atlantic Treaty provided for a Euro-Atlantic security alliance of democratic states from Western Europe and North America. At the time, the most important provision in the treaty was Article 5, which stated that "an armed attack against one or more [NATO members] … shall be considered an attack against them all."

Story by JO1 Jason Thompson and JO1 Luis M. Luque

While collective security is still the strategic cornerstone of the alliance, the realities of today's changing world have forced NATO to adapt. Since the end of the Cold War, alliance strategy has evolved to place greater emphasis on conflict prevention. In doing so, its central purpose remains the same as it ever was – to keep and promote peace and stability in the Euro-Atlantic region.

Today 27 nations, including Russia and other former Soviet republics have joined with NATO in the Partnership for Peace



NATO photo

Ships from NATO's Standing Naval Force Mediterranean (STANNAVFORMED) line the pier during the organization's stand-up ceremony April 19, 1992.

program, which provides an avenue for limited joint military exercises, peacekeeping missions and information exchange. Today, a NATO-led multinational force that includes many of these partners is deployed to keep the peace during the political reconstruction of Bosnia-Herzegovina. And on March 12, 1999, the Czech Republic, Hungary and Poland joined NATO, bringing the total to 19 members.

NATO's extraordinary evolution has been possible because of its ability to adapt to the changing political landscape of the post-Cold War Euro-Atlantic region. The alliance has proven it has the flexibility to manage the multi-directional risks of the current environment, and the future will see it continue to develop this flexibility and work more closely with other international organizations such as the United Nations, the Western European Union and the Organization for Security and Cooperation in Europe. Equally important, the alliance will also enhance its relationship with Russia, the Ukraine and its new partners in Central and Eastern Europe, as well as in the Mediterranean.

NATO's future success rests on its proven ability to adapt. Traditional missions will be complemented by new initiatives to counter emerging threats. Although its focus is not on the past, the alliance is proud of its 50-year history of success. When freedom and democracy were at stake, NATO provided the framework for effective defensive structures. With its focus now clearly on



NATO photo

Signalmen from four NATO member nations (from left to right: United States, Canada, Great Britain, Germany) get ready to hoist a signal flag.

the future, the Alliance continues to be, as always, the guarantor of peace and stability for the Euro-Atlantic community.

Thompson is a photojournalist assigned to All Hands. *Luque is the NATO Briefing Team Coordinator assigned to Supreme Command Atlantic.*





Photo by PHAA James K. McNeil

Aviation ordnancemen load missiles and bombs onto an aircraft elevator in preparation for air strikes over Kosovo. USS *Theodore Roosevelt* (CVN 71) arrived in the Mediterranean on a regularly scheduled deployment and was ordered to the Adriatic Sea to specifically support the Operation *Allied Force*.



Photo by PH3 Renso Amariz

In the torpedo room aboard USS *Norfolk* (SSN 714) SN Daymond Jacobs (left), from Atlanta, and EM2 Jim Piatt, from Vineland, N.J., await further orders during pre-load inspection of a *Tomahawk* cruise missile.



Photo by PH2 Richard Rosser

A *Tomahawk* cruise missile launches from USS *Philippine Sea*'s (CG 58) forward missile deck in the early morning hours.

Operation Allied Force



Photo by PH3 Donna McKissic

An F-14 *Tomcat* engages its afterburners prior to a night launch off the flight deck of USS *Theodore Roosevelt* (CVN 71).

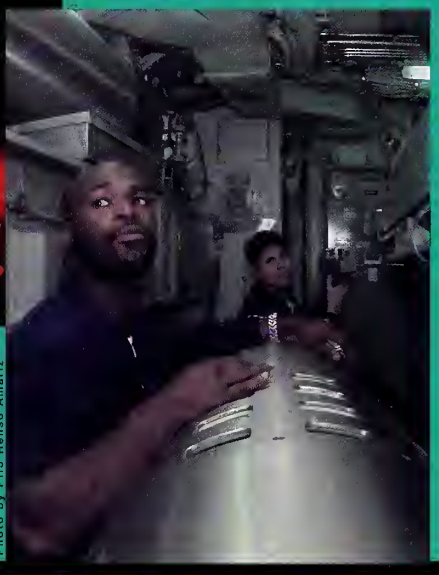


Photo by PH3 Renso Amariz

Two Sailors aboard USS *Norfolk* (SSN 714) secure a *Tomahawk* missile capsule to the pivot tray in the boat's torpedo room following a successful launch.



Greece



Turkey



Republic of Germany



Spain



Hungary



Poland



Czech Republic

Greece, Turkey (1952)

Republic of Germany (1955)

Spain (1982)

Hungary, Poland, Czech Republic (1999)

NATO's 19

Story and photos by PH1 Jim Hampshire

Seaman Recruit Martin D. Lawrence remembers the day very clearly. He had just begun boot camp training as the recruit chief petty officer of Division 109, when they came running by – senior recruits drenched in sweat, outfitted in helmets, gas masks and clearly showing the labors of a full night of non-stop exercises. "They're coming back from Battle Stations," he remembers someone saying under their breath. He didn't know what it was, or what it meant. And now eight weeks later, he was about to find out.

"I remember PR day," Lawrence reflects, as Division 109 draws its equipment for the night's Battle Stations exercise. "I was sitting there and saw those guys going around the corner. All I remember is Chief screaming at us, 'You're not good enough to look at them, keep your eyes straight forward!' It's pretty cool because now I'm that person, and we're that division.

"I'm looking forward to it," the 21-year-old Lawrence added with enthusiasm. As other members of his division draw their gear, many openly share his enthusiasm. Others appear nervous. Though they've all heard rumors about Battle Stations since the day they entered boot camp, the actual events are a closely guarded secret. All they know for certain is that tonight will be a long night, one they must complete successfully if they are to graduate from recruit training.



INTO T

2100: General Quarters

"General quarters, general quarters. All hands man your battle stations!" rings out through the barracks. Members of Division 109 are still dressing out as Battle Stations' facilitators storm in. "Why aren't you ready?" shouts Aviation Boatswain's Mate (Equipment) 2nd Class Martin Crowley, walking between scurrying recruits. "You only have to move three feet from your rack!" Recruits toe the line and check each other's battle dress as Crowley holds the ever-present stopwatch. As he receives, "All present and accounted for" from Lawrence, his thumb goes down and the time is recorded.

"We went through the initial wake up portion in 6 minutes, 9 seconds," said Chief Photographer's Mate (AW/NAC) Bryan Logan, of Sterling, Mass. "Normally you'll see 8 or 9 minutes, so I was real pleased about that." As Division 109's Recruit Division Commander, he has a vested interest in tonight's proceedings, and will run with his division throughout the night.

Safety brief completed, seabags checked and road guards assigned, Alpha and Bravo teams of Integrated Division 109 muster in formation, ready to begin. As the 27 men and women begin to double-time toward their next event, the stopwatch begins ticking. Every inch of the 4.24 miles these men and women will cover tonight will be timed.

2200: Emergency Sortie

Ordered to get the Marlinespike Trainer underway without direction from instructors, the complicated line handling exercise quickly becomes frustrating. Compounding the difficulty, 109 is operating with half the Sailors who would normally perform the evolution. They keep their cool, and make it through.

"The Marlinespike was done with four minutes to spare, and with only half a crew," said Logan. "That shows their training and dedication, and their commitment to getting the job done."

IE NIGHT

Battle Stations Gets Tougher

Sweating recruits pass 50-pound ammo boxes to each other as the clock ticks. The line of 60 sand-filled boxes stretches from one set of 14 pallets, through a double set of hatches, and up to a quarterdeck. From there they are lifted over a waist-high wall, and passed to the other half, a mirror image of the first.

The last box is followed by the first 5-gallon bucket, twisting in recruits' hands as the water inside jerks the bucket unexpectedly. Filled to various amounts, 30 buckets are followed by an assortment of fire-fighting gear, smaller buckets and mooring lines.

"After that first minute and a half," said Lawrence, "we realized that we had to stop, and re-think what we were doing." The recruits initially struggled through an attempt to walk every item from pallet to pallet. But quick thinking paid off; the facilitators are impressed with the speed at which they recovered to come up with a plan that worked.

0000: Abandon Ship Drill

After plunging into the pool, and making it onboard two life rafts, the remainder of the evolution provides a measure of rest for the recruits.

"The big thing was to do it so everyone would be saved," said Lawrence, after they complete the pool evolution without a hitch.

0100: Magazine Flooding

Locked into two separate 16 foot square compartments, recruits feed containers for 3" rounds through an ammo scuttle as cold water rains down on them. As the water on the deck rises, facilitators watch to make sure they handle each container as if it contained a live round. As the last steel case is safely placed on its rack, the stopwatch clicks.

0130: Forrestal Escape Scuttle

Teamwork is building and the Sailors fly through this event as if they had been practicing for weeks. Covering the simulated hot metal with their fire-retardant seabags, crewmembers pass through one at a time, slowing only to simulate cooling the seabags with water from their canteens. Observers are impressed.

0200: Shaft Alley Rescue

As the company double-times to the confidence course, the facilitator suddenly detours to the quarter mile track surrounding the building. They run two laps before entering and being ordered into gas masks. Many masks quickly fog up. Lawrence is escorted through the confidence course by a facilitator, and told where his team will take its two 150-pound mannequins.

The event is one of pure misery. Already breathing hard from the





Teammates work together to drag a shipmate in the Stokes stretcher under obstacles during the Mass Casualty Scenario.

Thick smoke greet recuits as they enter a room during the Investigate and Rescue phase.



With sprinklers at full bore, recruits pass containers for 3-inch rounds through a bulkhead during the Magazine Flooding drill.



Recruits circle up in the pool during the Abandon Ship drill.

run and the gas masks, the recruits carry, drag and lift the mannequin through the course. Pitch black tunnels are followed by passages strung with rope, which snag Sailor and mannequin alike. They make good progress — until they hit the final obstacle.

After passing the mannequins up to the top of a 15-foot platform, they are faced with the problem of getting them down a 25 foot mooring line. After struggling for what seems an eternity, they use their belts to strap it to the line and slide it down to shipmates waiting below.

"The thing that I think showed the most teamwork and was the most challenging was the shaft ally rescue," said Logan. "They had some problems getting him up and down that last tending line. They struggled a little bit, but they overcame it.

0300: Mass Casualty

"I want the two biggest, strongest, and toughest recruits in this division to step out right now!" shouts Crowley. As they step forward Crowley orders "Follow me."

They walk around a corner and step onto the pea gravel spread out between the tall black walls of the mass casualty maze. As they round the corner he has them lie down. They are the casualties.

Around the corner the rest of the team gets the news. They are to find their shipmates and evacuate them. The team is motivated and ready to go.

Then the lights go out.

Speakers blast an explosion as a few dim, red lights come on, barely illuminating the entrance way. As simulated machine gun fire erupts, strobe lights flash in the darkness. The recruits must yell in each other's ears to communicate.



SR Martin D. Lawrence, of Twenty-nine Palms, Calif., explains the drill to fellow teammates during the Shaft Alley Rescue scenario.

The obstacles are fiendish. One of the toughest is known as "McClintock's cube." Named after the former facilitator who invented it, the recruits climb to the top with the stretcher, only to find out that they cannot fit the stretcher through the passageway. Exploring by sense of touch, they finally figure out the secret and make it through. Rounding a corner, they run head on into another team going through the same course in the opposite direction. After sorting themselves out, they negotiate low walls, tunnels, horse wire and dead ends. By the time they bring their shipmate through a series of downed power lines and to the finish they have lost all track of time. Yet they still beat the stopwatch.

0400: Repel Boarders

The recruits take their places in the marksmanship trainer. As the story of the Silver Star awardee Boatswain's Mate 1st Class James Williams is told to them over the speakers they mentally prepare to shoot. They know a low score will kill them, and too many kills will sink them. As they prepare to reach for the M-16 simulator they are suddenly ordered to don gas masks. Seconds later a facilitator yells "Freeze" and goes down the line checking. Any recruit found wearing the mask improperly is dead. Division 109 suffers casualties before a shot has been fired. Recruits shoulder rifles and the scenario continues. They pass.

0500: Investigate and Rescue

Wearing an OBA, the lead recruit prepares to enter a berthing area in search of a shipmate. But when the hatch is thrown open he jerks back as if he had walked into a brick wall. Dense white smoke pours out of the space. Visibility is zero. The recruit slowly shuffles in, and the two teams follow. The smoke, lack of sleep, and difficulty communicating are too much. The first try is a failure. Expecting this, the facilitators bring them out to talk about it, then send them back in.

"The second time around it was a lot better," said Lawrence. "We were faster, a lot more energetic. It was boom, boom, boom, boom, and we were out of there."

They still beat the stopwatch.

0600: Shipboard Fire Fighting

Long hours are taking a toll on the recruits. Sitting on benches is testing their ability to stay awake. Lawrence once again assumes the duties as RCPO and ensures his Sailors don't nod off. The call to don OBAs and man the hoses is almost a relief. But the lack of sleep is starting to show.



Lawrence fires the M-16 simulator during the Repel Boarders scenario.





Recruits handle line during the Emergency Sortie scenario.

Recruits of Division 109 attack a fire during the Shipboard Firefighting scenario.



Recruits await rescue in a life raft during the Abandon Ship drill.



Teammates quickly formulate a plan during the *Forrestal* Escape Scenario of Battle Stations. The object of the scenario is for all the recruits to pass through the scuttle without touching the wood surrounding them.

"We had some problems, and I don't understand it," said Lawrence. "We did it just two days ago. The plugman shut off the water to one of the hoses, and I don't understand why. We could have got killed. But in the end we got it charged back up and everything turned out all right."

The miscommunication is a vivid lesson, and the recruits seem to gain energy as they complete the final run of Battle Stations.

0800: Graduation

In a solemn ceremony, the Sailors who have completed Battle Stations remove their "Recruit" ball caps and replace them with the "Navy" one they will take to the fleet with them. It's an emotional moment.

"When Chief handed me my hat it felt awesome," said Lawrence. "He wouldn't let go of my hand until I looked up at him. He put so much pride into me and so much discipline, everything. Everything I'm going to be in the Navy I owe to that guy." Respect, in 109, goes both ways.

"I'm pleased with the whole evolution. They did real well," Logan said. "They had a good level of teamwork. They came up with a plan and they executed it."

Hampshire is a photojournalist for All Hands.



SR Martin D. Lawrence, RCPO of Division 109, finally relaxes as the Battle Stations graduation ceremony ends.

Chatting Up a Storm

Third Fleet battle group commanders rely on Aerographer's Mate 1st Class Robert Lotito for timely, accurate weather forecasts. The Long Island, N.Y., native, stationed aboard USS *Coronado* (AGF 11), sometimes uses a decidedly unconventional approach to get it for them. He chats.

Everyday Lotito logs onto the Navy weather channel's "chatroom" and discusses weather trends with other 3rd Fleet aerographer's mates. Some people talk about weather, but this 13-year Navy veteran talks and talks and talks about the weather.

For Lotito, chatting on line provides him with valuable up-to-the-minute weather information from other ships and shore stations.

Using an Internet protocol called Internet Relay Chat (IRC) and commercial software, Lotito gets real-time weather reports from all over the world.

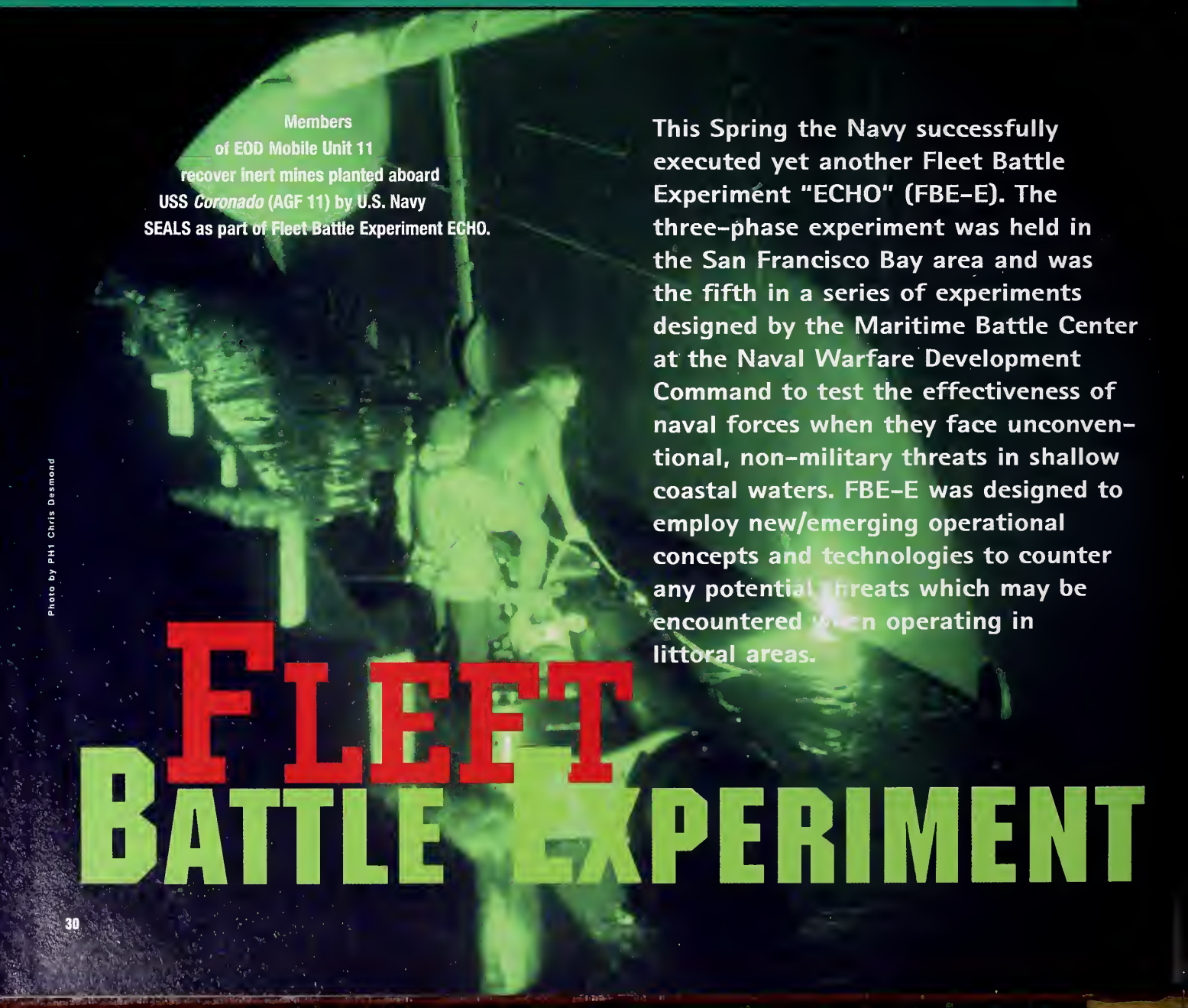
"Using IRC, I can chat with observers in San Diego and Pearl Harbor and receive almost instant weather updates, said Lotito. "Using a direct computer-to-computer connection, I can even send and receive digital images from locations all over the world."

Weather can seriously affect a ship's ability to fight. Having accurate weather data is essential.

"This morning USS *Bonhomme Richard* (LHD 6) was having trouble with flight operations," said Lotito. "I called over there on the chat channel, got the current winds and was able to figure out why they couldn't get their aircraft off the deck."

After all these years, Lotito still enjoys working as an AG. "I like the face time," said Lotito. "Every morning I brief the admiral, and I get to know everyone. Besides," he said, "I always know what the weather is going to do."

Story by Kurt Wesseling, a Reservist assigned to Navy Information Bureau New England 101.



Members of EOD Mobile Unit 11 recover inert mines planted aboard USS *Coronado* (AGF 11) by U.S. Navy SEALS as part of Fleet Battle Experiment ECHO.

Photo by PH1 Chris Desmond

FLEET BATTLE EXPERIMENT

This Spring the Navy successfully executed yet another Fleet Battle Experiment "ECHO" (FBE-E). The three-phase experiment was held in the San Francisco Bay area and was the fifth in a series of experiments designed by the Maritime Battle Center at the Naval Warfare Development Command to test the effectiveness of naval forces when they face unconventional, non-military threats in shallow coastal waters. FBE-E was designed to employ new/emerging operational concepts and technologies to counter any potential threats which may be encountered when operating in littoral areas.



RM3 Brian T. Allen III, from Chicago, verifies message traffic prior to transmission aboard USS *Coronado* (AGF 11) in support of Fleet Battle Experiment ECHO.

Insider Training

It's not everyday you get the opportunity to oversee an entire war-fighting experiment. During FBE-E, Operation's Specialist 2nd Class Arnel R. Ebue worked with 3rd Fleet's Tactical Command Center aboard USS *Coronado* (AGF 11) as a coordinator and database manager.

His responsibilities as a manager within this element of the command required him to efficiently use his communication, listening, observation and distribution skills.

"Many of the things going on during the experiment are prototype ideas that can be used for future war-fighting skills," said Ebue. "This experiment examined some new tactical approaches and also looked at the maritime warfighting skills needed when presented with urban restrictions and challenges that the Navy has never really had to deal with before."

Being a part of the Tactical Command Center on board *Coronado* provided Ebue with the opportunity to observe the coordination of all phases of the experiment.

"Third Fleet forces came together to do what they are trained to do in a unique setting" said Ebue. "It was interesting to see a command decision evolve from the "big table," otherwise known as the Operation Planning Board. From my vantage point, I was able to see the experiment unfold as opposed to only being involved with a single portion."

Ebue finds the experiment an important link in maintaining and improving the Navy's readiness.

"The strength and technological expertise showcased in this experiment are just a sampling of the things that make me proud to be a Sailor in the U.S. Navy."

Story by SN Catherine Sage, a Reservist assigned to Navy Information Bureau New England 101.

Managing Medicine

Managing and distributing "casualty" information for both Navy and civilian emergency medical personnel aboard USS *Coronado* (AGF 11) is a challenging and rewarding assignment for Hospital Corpsman 3rd Class Shervic Crouch of Stockton, Calif.

During FBE-E, Crouch served as a "clearinghouse" for important medical information. She collected, managed and distributed information to medical personnel and provided them with advanced logistical computer software support.

"This is a totally new experience for me," said Crouch. "The software we use is 'incidence-based,' which means it is designed to track each incident, record where it happened and include all relevant details. I had to manage the data coordination for all casualties. This isn't a hands-on patient care scenario, but it's one that allows me to evaluate software capabilities in conjunction with the newest medical technology."

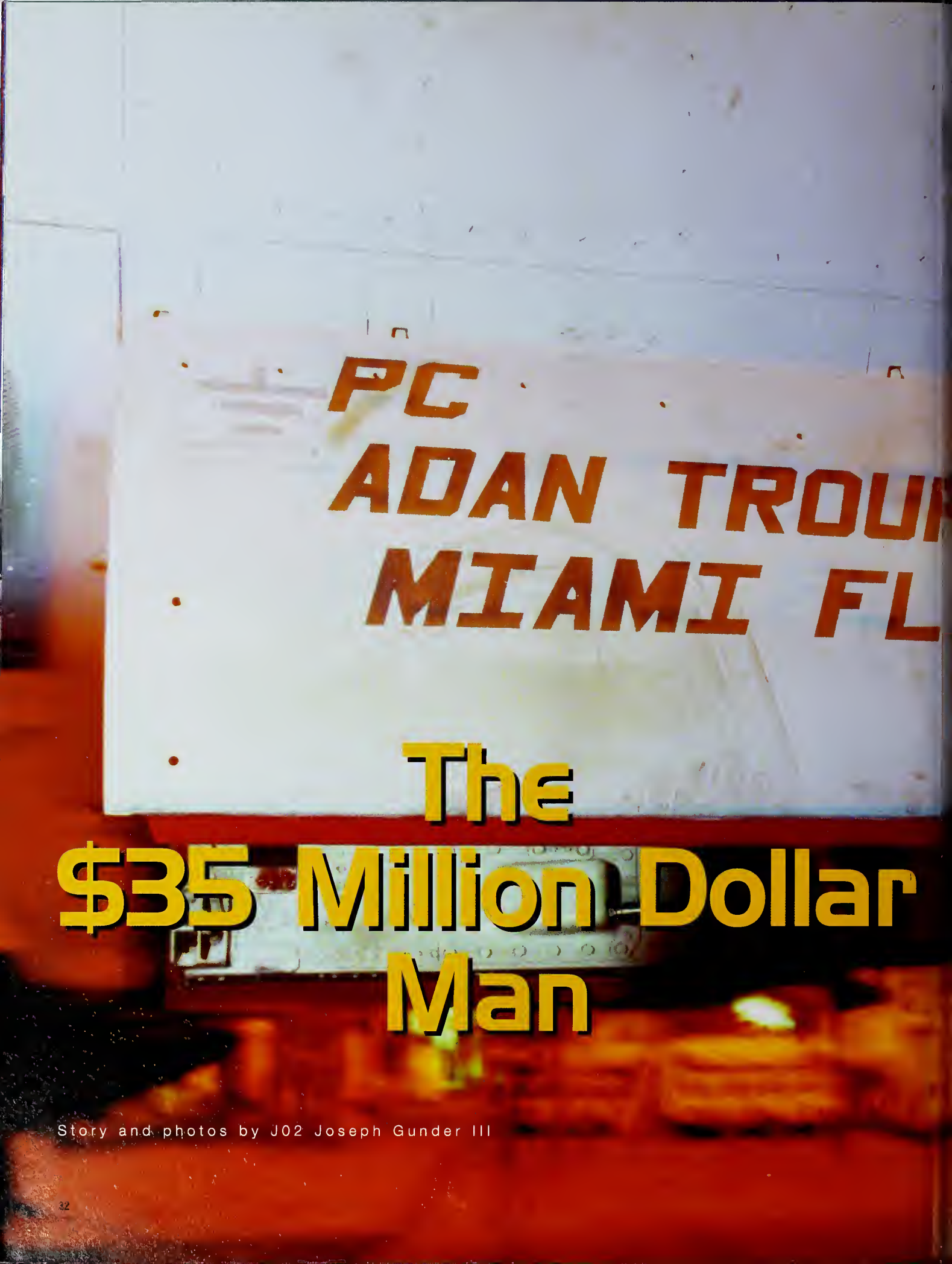
Normally, Crouch manages resources involved with crisis support and tasks squadrons and other medical support entities.

"I've had the opportunity to task many different groups and organizations, but not people," said Crouch. "This office provides groups with technical and professional medical information." Using the latest computer software, Crouch's office is capable of tracking and coordinating several different medical events at the same time.

"If we can't assist, we find out what organization has the relevant information and coordinate the appropriate care."

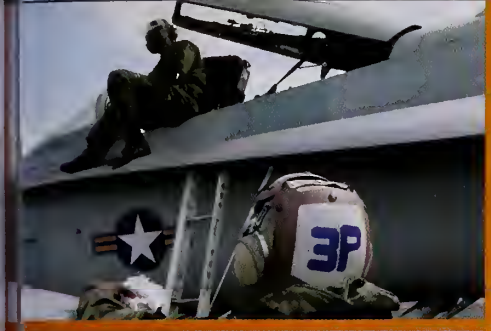
Story by James Devine, a Reservist assigned to Navy Information Bureau New England 101.

Echo



The $35 Million Dollar Man

Story and photos by J02 Joseph Gunder III



Troupe pauses from cleaning the cockpit windows to communicate with another plane captain. They don't talk; they can't hear each other with cranials on. Instead, they use hand gestures.





Leaving nothing to chance, Troupe must comb every square inch and open every door. Better to find a problem now than have something happen in the air.

When his millions fly away, he knows they'll always come back.

Going, going, gone. Aviation Machinist's Mate Airman Anthony Troupe watches as $35 million disappears into the distance. Not everyone gets to watch that kind of money fly away. Not too many people would want to. But Troupe doesn't mind, because he knows it's coming back.

An F/A-18C *Hornet* is worth about $35 million. And on board USS *Theodore Roosevelt* (CVN 71), Troupe is a millionaire. That *Hornet* that just shot off the flight deck is his. He "owns" it. He even has his name on it, painted on one of the nose landing gear doors.

Troupe is a plane captain for Strike Fighter Squadron (VFA) 15 and he's a $35 million man.

"A plane captain makes sure that a jet's ready to go," said Troupe. "We have to look at everything, from the doors down to the fasteners to make sure nothing is broken. If that aircraft is not ready to go, the maintenance department's going to want to talk to the pilot, then they're going to come looking for me. A plane captain is responsible for safety at all times. You've got to be safe."

Troupe's *Hornet* is one of many aircraft that participated in the *Joint Task Force Exercise (JTFEX) 99-1* off the coast of North Carolina.

This year's JTFEX was designed to not only to give multinational forces some idea of what it's like to work with each other, but also to qualify USS *Theodore Roosevelt's* carrier battle group and USS *Kearsarge's* (LHD 3) Amphibious Readiness Group for their current deployment to the Mediterranean Sea and Persian Gulf.



After finishing his turnaround, Adan Troupe waits for the next pilot to fly in "his" plane.

Troupe said this exercise helps "to see if our pilots and their flight crews are ready for war. When they're flying, you see people running around, planes coming back, landing. One pilot comes out, the next one jumps in. You don't have time to spare. You don't have time to breathe. But somehow, someway, you just get the job done.

"Sometimes, they come back and you have to do a quick turnaround, continued Troupe. "You have five minutes, a turnaround usually takes 30 minutes. You really have to push it. For a normal 30-minute turnaround, I'd look over the whole jet, check the tailhook, the launch bar, make sure there's no nicks or dents. Now for a turnaround when you've only got 5 to 10 minutes, I'd look the bird over for loose fasteners, clean any fuel or dirt from the canopy, and of course, make sure the plane's got gas."

JTFEX might be a high-tempo exercise to prepare the crew and airwings for what they might face in an upcoming deployment, but Troupe figures, exercise or not, if he's going to launch a jet, he's going to do it with class.

"Whoever's standing next to me has got to look good. It doesn't matter what they do, aircraft handling, flight deck coordinators. I just want to be sharp. And I don't mean this in a bad way, but I really try to show them off," he added.

After the pilot climbs into the cockpit and lowers the canopy, Troupe stands near the plane where the pilot can see him. He watches as the pilot tests the rudder, flaps, elevators, landing lights and all other flight controls. He returns a "thumbs up" when it's all done before he gives a final salute and hands the plane off to one of the "yellow shirts" to be taxied to the cat.

It's been three weeks since Troupe's name was painted on the nose landing gear door of *Hornet* No. 306. He was lucky. "Some people wait four years to get their name on a jet. But I only had to wait a month. I didn't believe it at first. A fellow plane captain told me I had my name on a jet. I ran down there and looked, and, oh man."

So, how does he feel about "owning" a jet? "I don't wanna break it."

Gunder is a photojournalist for All Hands.

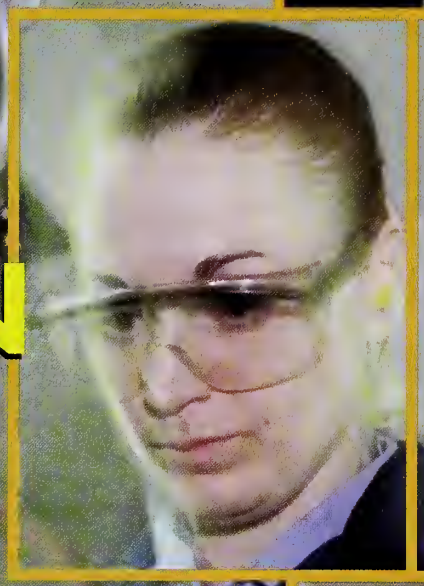


Troupe grabs what he needs before going up to the "roof" (flight deck).

The Woman of Steel



H12 Gale Maio pays close attention to her fingers as she slices a couple inches off a piece of sheet metal.





Every once in a while, USS *Theodore Roosevelt's* sheet metal shop gets a request to make a shelf, a locker or in this case, a metal box. Maio pre-drills holes where the rivets will go.

Story by JO2 Brigette Barnes
photos by JO2 Joseph Gunder III

You always count on somebody... Someone is always going to be there if you fall.

It's 6 a.m. The 1MC sounds "Reveille, reveille." Sailors aboard USS *Theodore Roosevelt* (CVN 71) roll out of their racks and head for the showers. They turn on the water and never give a second thought to where it comes from or where it goes. Good thing, too. Trying to follow the endless maze of piping on board a carrier would make anyone dizzy. Well, almost anyone. Hull Maintenance Technicians own that piping and HT2 Gale Maio probably knows just about every inch of it.

Known as the 'plumbers of the Navy,' HTs are responsible for maintaining ships' hulls, fittings, piping systems and associated machinery. They install and maintain shipboard and shore based plumbing and piping systems. They also look after a vessel's safety and survival equipment, and perform many tasks related to damage control.

Maio, a native of Painted Post, N.Y., is the only woman in the HT shop onboard *Theodore Roosevelt*.

"This is their first time having women in the shop. The guys are really good. I know that if anything happens, they will support me," said Maio.

On board since October 1998, Maio was there when *Theodore Roosevelt's* Carrier Battle Group and USS *Kearsarge's* Amphibious Ready Group joined other naval units from Great Britain, the Netherlands, France, Belgium, Canada, Germany, Bolivia and Brazil recently, for Joint Task Force Exercise (JTFEX) '99, the final qualifications exercise before the carrier's scheduled six-month deployment.



Maio carries a power supply to the welding booth.

Work in the HT shop was nudged up a notch during the exercise. "We provided logistical and repair support to other NATO ships that were part of the combined battle group operations," said CAPT David Bryant, *Theodore Roosevelt*'s commanding officer.

During JTFEX, sorties were flown day and night. Planes were constantly shifting from the hanger bay to the flight deck and weapons were also being moved around.

"We had two weapons elevators that went down," said Maio. "It was a trouble call job and we had to fix them."

Mostly though, there were only minor repairs required for the airwing. "There are so many things on the flight deck that could break," she said. "If anything breaks, we fix it. Most of the division is on the Nucleus Fire Party, so they have to



Maio and the rest of the HTs hang out in the sheet metal shop.

man all the AFFF stations in case there is a crash on the flight deck."

The 28-year-old joined the Navy nine years ago because "it was a dream" of hers. The best part of the Navy to her is the unity. "You always count on somebody," she said. "Someone is always going to be there if you fall."

Dirty, dusty, gritty. That's what usually comes to mind when you think of a welder. Being an HT in the Navy is no different. It's a dirty job.

"I try to stay as clean as I can all the time," said Maio. "I wear coveralls – that's a must. I like to present myself as positively as I can, especially since I'm the only woman in the shop. I have to make myself stand a little bit higher than everybody else."

Maio did not know what she wanted to do when she joined the Navy. Right after boot camp, she went to fireman apprenticeship school and was put in R-1 Division on USS *Emory S. Land* (AS 39), a sub tender. The division was made up of only HTs.

"I was planning on getting out in four years, so I said 'OK, I'll play.' Somebody gave me their HT courses. I went up to take the test thinking that I wasn't going to make 3rd class but, I made it. I was designated. I am glad I made the decision to do the courses and take the test. There's lots of things that I've seen. I am learning new things each day."

There's not much free time on a ship, especially for HTs. Sometimes a job comes in and they work all night until it's done.

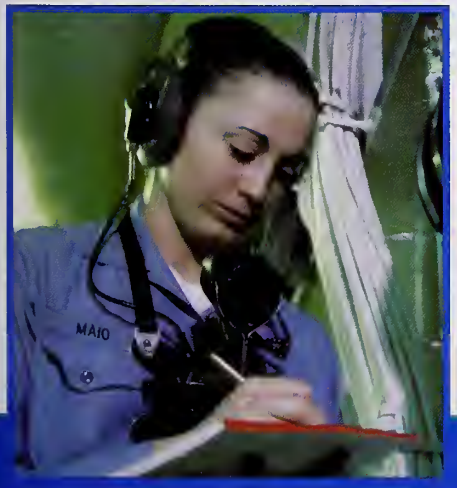
"She's a hard worker," said HT1 David Simmons, work center supervisor for ERO1, the Sheet Metal shop. "She does the work right the first time with very little rework."

Theodore Roosevelt is currently on its Mediterranean/Arabian Gulf deployment, but her Sailors on board can rest assured that if anything breaks, HT2 Gale Maio will be right there to fix it. Enjoy your showers.

Barnes is a journalist and Gunder is a photojournalist assigned to All Hands.

"We had two weapons elevators that went down ... It was a trouble call job and we had to fix them."

–HT2 Gale Maio



It's the mid-watch in the ballast control room. Maio had about a four-hour nap, but that's all she needs to keep going.

Story by JO2 Brigette Barnes
Photos by PH1 James Hampshire

Building a Better Board

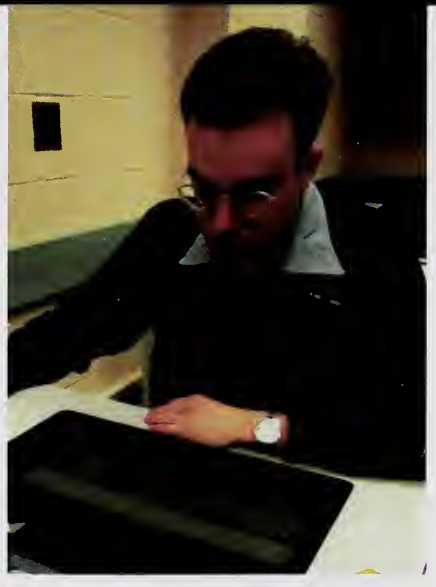
Computers. They're everywhere it

The Electronic Technician "A" school, located at Naval Training Center, Great Lakes, Ill., is using concepts like the "Smartboard" to turn all of its classrooms into Automated Electronic Classrooms, or AECs.

The Smartboard looks like an ordinary white wallboard, but it's actually an interactive tool linked to the instructor's computer operating software. It works in much the same way as the touch pad on a laptop computer. The instructor uses a special pen which interfaces with the computer on his desk.

The Smartboard allows the instructor greater flexibility and keeps students engaged in the learning process. Instructors can look them in the eye rather than droning on from behind a projector in the back of a darkened room.

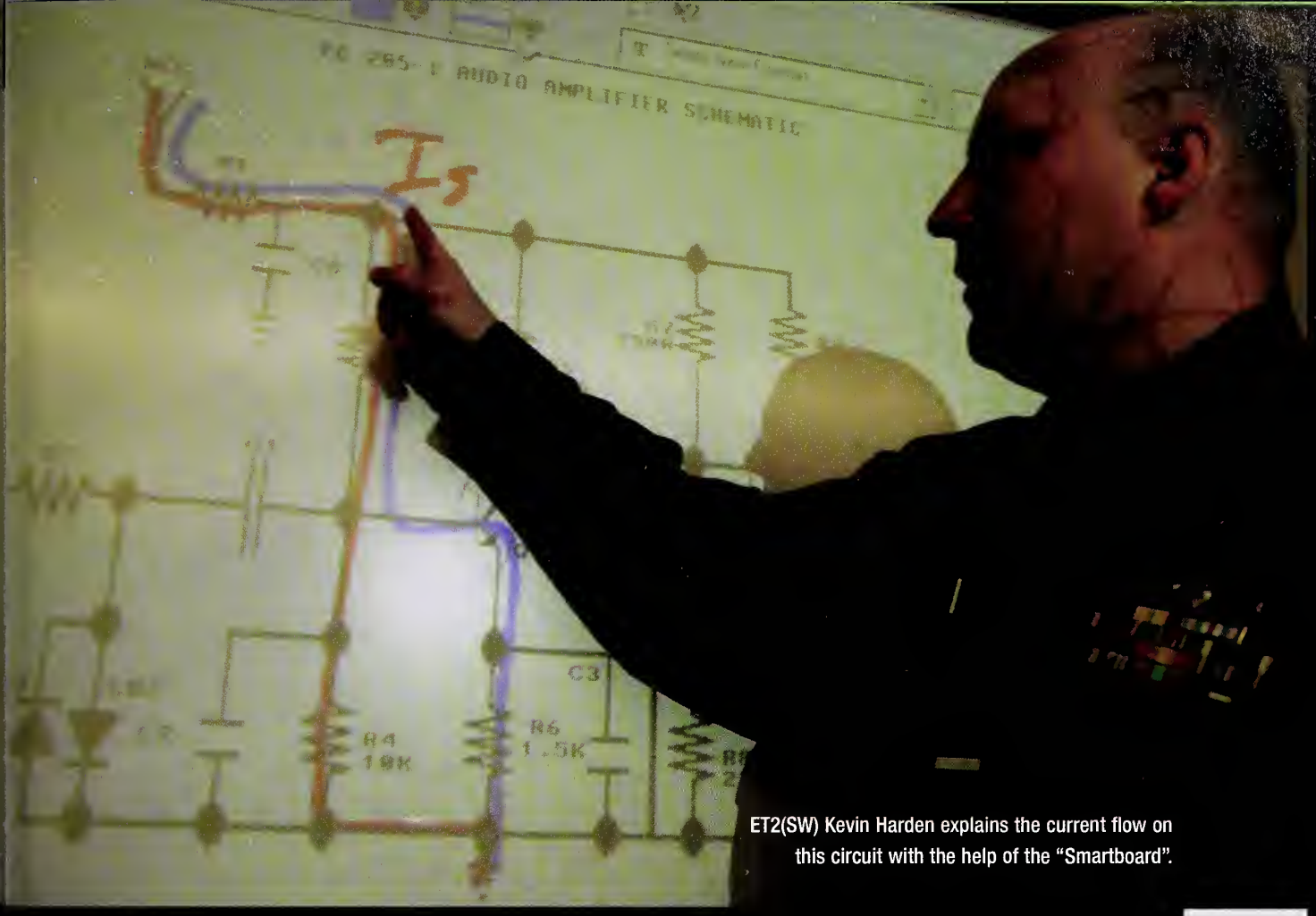
"This is a lot better than what I used as an instructor when I was in the Navy," said Peter Morrison, a San Diego City College instructor working on his ET school certification. "I was in the Navy for nine years. Four of those I spent as an instructor. We didn't have anything like this. We were using transparencies and slide machines."



AT3 Douglas Kent, from Albany, N.Y., studies his computer screen, which is built into his desk. He is looking at the same thing that the instructor is talking about on the big board in the front of the class.

You can also attach sound bites to draw students into the lesson. For things you want to emphasize, you can add the sound of a small explosion, or applause for when someone answers a question correctly. The school is trying to maximize learning by changing what – and how – their students see, hear and read.

"The entire curriculum has been computerized," said school instructor Electronics Technician 2nd Class Kevin Hardin from St. Petersburg, Fla. "It makes things so much easier than having to use



ET2(SW) Kevin Harden explains the current flow on this circuit with the help of the "Smartboard".

ems. Even in Navy classrooms.

an overhead projector. Now I can go click, click, and boom. I'm up and running. And I've got them all available."

"We can use an entire palette of colors on the Smartboard," continued Hardin. "When you use a whiteboard, you can only choose from four or five colored markers. I also have a remote control so I can go from slide to slide from anywhere in the room. That helps a lot. I can walk around and make sure my students aren't getting lost."

ET1(SW) Jesse Hall, an instructor from DeQueen, Ark., says he thinks the electronic classroom enhances the learning capabilities of the whole school. "It keeps people more alert and they tend to ask more questions."

In addition to the Smartboard, AECs are also experimenting with the Interactive Electronic Technical Manual System (IETMS) classroom where computers are built right into the desk of each student.

"We use this for interactive schematic work," said Fire Controlman 2nd Class (SW) Duffy Wolvin from Everette, Wash. "Sometimes when you draw on a board, it is difficult for the students in the back to really see what you are doing, especially with the schematics. Here we can draw on the main board and everything is automatically visible on the individual screens in front of them."

According to ETCS(SW) Nathan Stevens from Wilmot, Wis., leading chief petty officer at ET "A" school, "The graphics are great. Our rating uses a lot of abstracts. I can ***tell*** you that if you turn on a light switch, a light will come on. The people we train have to understand ***why*** it comes on.

"A lot of the radar fundamentals are the same. You can't see it, but understanding how it works is essential in wave-guide problems, antenna problems, chokejoy problems, understanding the use of an echo box and all the different things that go along with troubleshooting equipment. If they can't visualize it, they're not going to get it. And they're not going to be able to troubleshoot it. When you use the animated graphics you can show these abstract ideas. You couldn't do that without the electronic classroom."

It's a high-tech world. Science fiction is fast becoming reality. The Navy has to keep up the pace. AECs are a great place to start.

Barnes is a journalist and Hampshire is a photojournalist assigned to All Hands.

Story by JO2 Brigette Barnes
Photos by PH1 James Hampshire

From Pieces to Parts



Some people join the Navy for the travel. Some join to get technical training. Some even join for the money. And then there are those who join looking for something special – adventure, camaraderie, honor, pride. These people are looking for something different, something greater than themselves. Machinery Repairman 1st Class Merv "Bando" Keeto is one of those people. He signed up to find the "spice of life."

Keeto joined the Navy 18 years ago. He had tried college, but it just wasn't for him. He needed something more.

"When I was a kid, my grandfather would tell me stories about being captured as a prisoner of war (POW)," said Keeto. "I always remembered that. I wanted to do something for my country."

The Hunter's Point, Ariz., native is a senior instructor at the MR "A" school in Great Lakes, Ill., and is a full-blooded Navajo Indian who grew up on a Navajo Indian reservation. He speaks fluent Navajo and understands some Spanish.

The third youngest of 10 children, he was brought up in a traditional Navajo family, and his family is still very close.

"I believe teaching is the most important trait in the Navy," he said. "As an instructor, you have to be highly motivated. When you are standing behind a podium, it doesn't matter that you're tired because you stood duty the night before. Your students are eager to learn and they are looking to you for answers."



MR1 Merv Keeto looks on as FA Erik Altvatter, of Thousand Oaks, Calif., threads a bonnet nut.

And Keeto certainly has them.

Keeto may be a machinist, but some say he's a magician. He can do wonders with the most insignificant shards of metal. When something breaks and there aren't any parts to fix it, Keeto simply makes new ones.

"Say for instance, a piece of equipment goes down," said Keeto. "A part has a broken stud and the shop has no one to go to. The MRs come in and fix it."

It may sound like a lot of hocus pocus, but it takes a lot of hard work and skill. "You have to have a strong math background and be mechanically inclined. Just by having this skill, I think I possess something that is very important for the Navy."

The MR "A" school is set up in six phases. Keeto is one of eight instructors and teaches the fifth and sixth phases. He gets the students after they learn about layout and benchwork – the basics of the trade. He teaches the operations of the milling machine used to manufacture spur gears, gear racks and any other geometric forms.



Instructor MR1 Merv Keeto shows FR Matthew Davis, from Walhalla, S.C., how to machine a spur gear on a milling machine and indexing head.

He is also a professional bull rider, which seems a somewhat out-of-place occupation for someone who always preaches safety to his students. "Our motto for the MR rating is 'Safety Accuracy and Speed,'" he explained. "Safety is paramount. Safety has no quitting time. It must always be there."

But growing up on a reservation, the rodeo always seemed to call out to him. And when his oldest brother gave him a chance to ride, he took it.

"He used to ride in the pro-rodeo circuit," said Keeto. "He was riding the saddle bronc and bareback and he suggested that I ride the bulls."

"It's very challenging," he continued. "But it's an awesome feeling – the power of an animal and yourself."

He has been injured several times, the worst being in June 1996 when he "dashboarded," which means he fell forward onto the horns on the bull. "But I have to ride. I love it."

It looks like MR1 Merv Keeto has found the "spice" in his life.

Barnes is a journalist and Hampshire is a photojournalist assigned to All Hands.

CyberSailor

Making Your Way Down

Does this look familiar? "IBM-compatible, 450 MHz PIII, 12GB HD, 64MB RAM, 512KB cache, 32X CD-ROM, 8MB AGP 3D video, PCI sound card, 56k internal modem…."

Well, if you're like most of the people in the world, that's a cross between Greek and geek. You know it has something to do with computers, but what exactly does it mean, and should you care? If you're ready to buy your first computer or are considering an upgrade, you should know how to read the writing on the wall.

Lucky for you, I speak Geek (and even a little Greek). So what do you say we all get on the same sheet of music.

The first thing you'll need to do is decide whether to buy a PC or a MacIntosh. Merely mentioning the pros and cons of one system over the other can lead to the '90's equivalent of a religious war, so tread lightly when researching this one! Luckily for you, I have fought this battle, and returned bloodied but unbroken with the following basic information:

MacIntosh machines have historically been considered more "user-friendly" than PCs. Even dyed-in-the-wool, 'til-death-do-us-part PC users will admit that a Mac is easier to set up and add new peripherals (printers, modems, etc.) to. Also, most professional shops that deal with photography, desktop publishing and the like are MacIntosh-based.

However, Macs are generally considered to be more expensive than PCs, and less Mac-specific software is available in stores.

PCs on the other hand, are generally cheaper, have a wider variety of software available, and have become much more user-friendly during the past few years. Many people choose to buy PCs because they use one at work, and are comfortable with them.

That said, the above statements are subject to legitimate challenge by zealots from one side or the other. For more info, look to the Internet. Sites like **www.cnet.com, www.zdnet.com** or **www.computers.com** can provide more unbiased information on differences between the two, and what they mean to you.

Let's get back to our advertisement. The first term in the ad, "IBM compatible," means it's a PC. That is, it's based on a standard that IBM introduced way back in the dark ages: the early-1980s. It doesn't necessarily mean it's an IBM-brand computer, though. Dozens of manufacturers build computers based on the standard.

Next, "450 MHz," refers to the speed of the computer's "brain," or processor. The higher the number, the faster the computer. You'll need to ask yourself what you want to use your computer for to determine how much speed you're willing to pay for. Say you want to use the 'Net, take care of your checking account, write letters and memos, and maybe entertain yourself with a game of solitaire or "Tetris." A $3,000 Pentium III or Mac G3 is too much computer for you. Save your money and buy a nice color printer or scanner for the computerized kids' photo album you want to create.

On the other hand, if you want to do all that, plus play the latest 3D games experiment with computerized video editing and create poster-sized photos, you'll need all the horsepower you can get. For the solitaire players out there, go for the 233 or 266 MHz Macintoshes, or the 333 or



The appearance of commercial websites in **All Hands** *does not imply endorsement by the Departments of the Navy or Defense.*

350 MHz PCs. Potential Spielbergs (and those with his money) need to be looking at 400 MHz Mac G3s, or 500 MHz PCs. Most of us will be perfectly happy with something in between.

Whether you're a Spielberg or a "Letter to the Editor" writer, you're going to need somewhere to store your masterpieces. That's where the "12 GB HD" in our ad comes in. In English, the term stands for "12 gigabyte hard drive." Here again, a letter to mom takes up just a little of that space, and "Saving Private Ryan" takes up a whole bunch. If you're the former, don't even worry about that number. There's no new computer in stores today that doesn't have enough room on the hard drive for you. If you're the latter, you'll once again need to be looking at all the room you can get.

The fastest processor and biggest hard drive in the world will choke without enough "RAM" or random access memory. Simply put, memory functions as the computer's primary workspace. Information stored in RAM is different from information stored on the hard drive in that it is temporary. If you shut down the computer without transferring (saving) your work to the hard drive, it's gone. RAM is measured in megabytes, or "MB." Look for 32 to 64MB of RAM at the low end, and if you can afford it, go for 128 or more megabytes, especially you gaming and movie fanatics.

Next up is the CD-ROM, which also is listed in terms of speed. The label "32X" means it's 32 times as fast as the first computer CD-ROM drives. Only it isn't, most of the time. Confusing? Sure it is! In a perfect world, at the perfect location on the CD you're accessing, it's 32 times as fast as those old single speeds. Who cares? No program requires a speed faster than eight times the original, so what you're getting for your money is (slightly) faster loading programs. Don't get crazy over it.

Instead of CD-ROM, you may see "DVD 3X," or something like that listed. DVD, or "Digital Versatile/Video Disc," is a newer standard, which allows greater storage capacity than a regular CD. DVD is a nice, but still unnecessary, thing to have.

It's the video card's job to turn your masterpieces into something you, and the world, can see. Video card technology may be moving faster than any other area of geekdom I can think of. At the low end you're almost certain to have your basic needs filled by anything you'll find in the store. Look for 4 megabytes of RAM on the card at a minimum. You potential power users need to be looking at 8 megabytes or more. Sixteen megabytes is becoming common, and lately we've begun seeing 32 megs on consumer-level cards.

The next term, referring to the sound card, is less important in some ways than it used to be. For years Macs have had sound cards as standard equipment. I can't think of a PC that doesn't come with one nowadays. The audible differences in a computer's sound become more important at the high end, for use in audio editing for instance, and of course for gamers who need to actually feel the sound of the Death Star when it explodes.

Next up is the modem. Used for connecting to the phone system for faxing and Internet access, this is another area where just about anything on the shelf is going to meet the basic requirements. The term V.90, or 56K, is the newer standard for modems, and just about all modems included in a desktop computer will meet that standard.

On to our monitor, the TV screen. Get the biggest you can afford, whether you write letters or edit video. I recommend at least a 17-incher. If you're doing any sort of graphics work or desktop publishing, 19 inches of monitor real estate is better, and if you're Spielberg rich, grab one of those gorgeous 21-inchers!

Last, but not least, get a good warranty. Unless you feel confident you can diagnose and repair problems yourself (So, why are you still reading this?). Look for a 3-year, on-site warranty, meaning they come to your house to fix it. Most computers come with 3-year "pack it up yourself and mail the *#$%& thing back to us" warranty, but only if they can't figure your problem out over the phone. Also look for unlimited, toll-free, 24-hour-per-day phone support. All vendors currently offer Web support and will answer any questions by e-mail.

There are lots of good computer deals around, but do your homework first to make sure you don't spend too much – or too little – for your needs.

Cyber Sailor

Geek Street



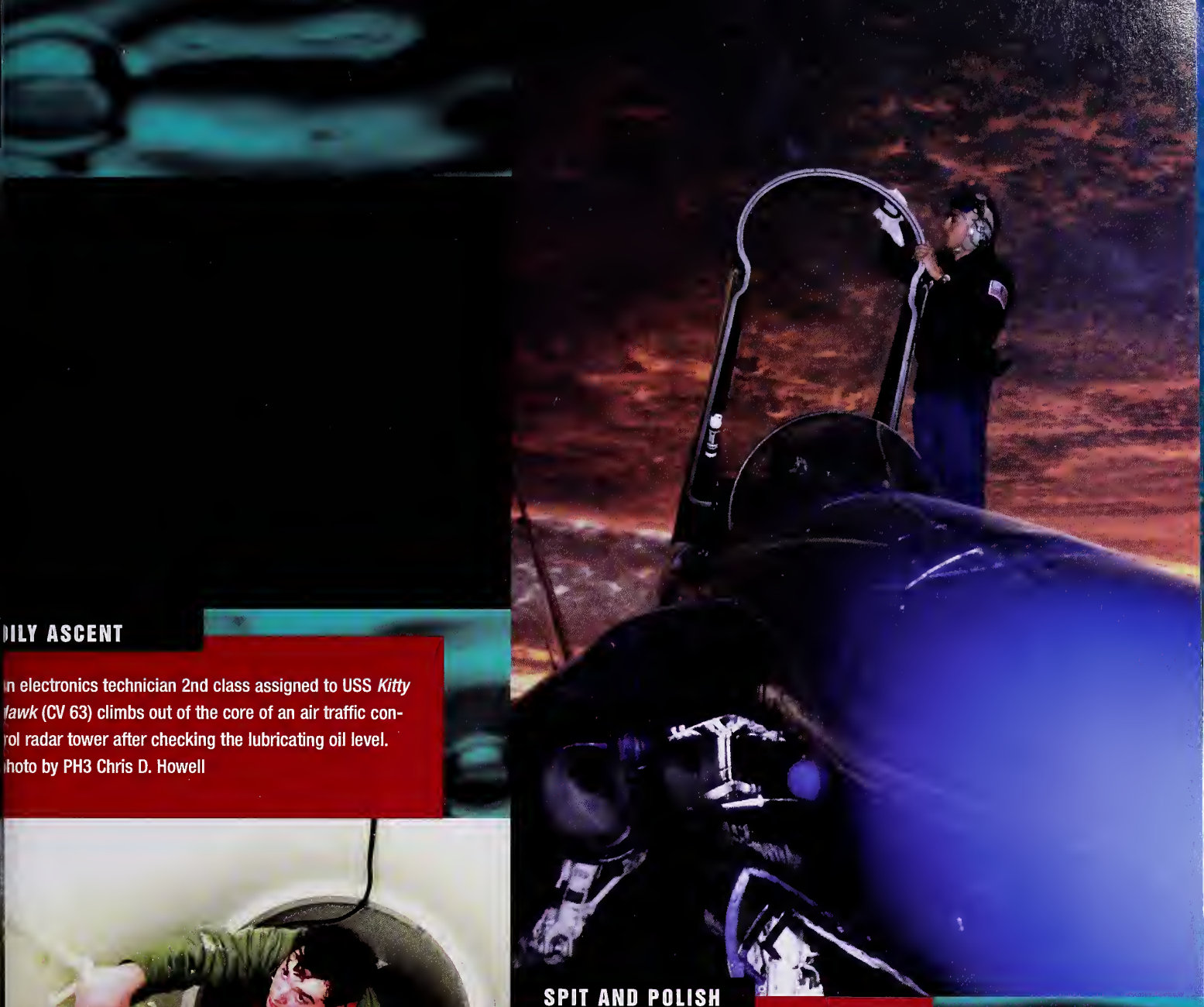
Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**



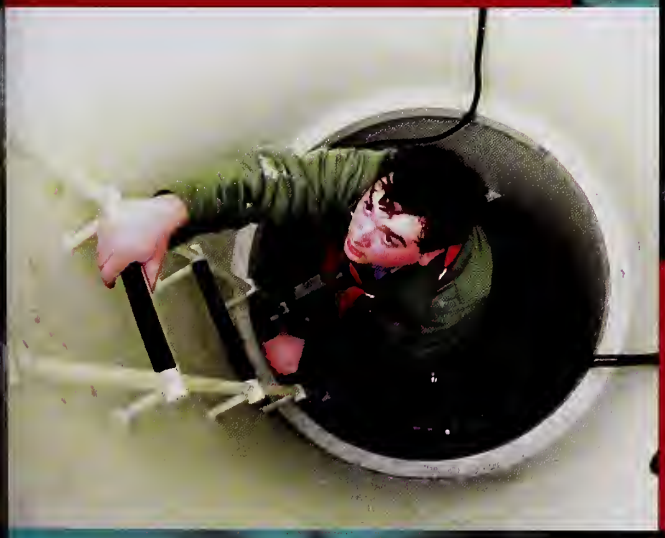
RED LINE

Aviation ordnancemen remove an AIM-7 *Sparrow* missile from an F/A-18 *Hornet* aboard USS *Carl Vinson* (CVN 70).
Photo by PH2 Shawn Handley



ILY ASCENT

n electronics technician 2nd class assigned to USS *Kitty lawk* (CV 63) climbs out of the core of an air traffic con-rol radar tower after checking the lubricating oil level. hoto by PH3 Chris D. Howell



SPIT AND POLISH

AE2 Victor Melendez of El Paso, Texas, cleans the canopy of one of the Blue Angels demonstration jets after morning turns at El Centro, Calif. The Blue Angels were in El Centro from January to March practicing for the '99 season.
Photo by PH1(AW) Ron Newsome

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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Eye on the Fleet



HARD DAY'S NIGHT

As evening approaches in the central Mediterranean, flight operations continue aboard USS *Enterprise* (CVN 65).
Photo by PH2 Michael W. Pendergrass



BIG EYES

SN Joshua V. Chapman from Jefferson, Pa., looks through the ship's "Big Eyes" while standing a Low Visibility Detail Watch on board USS *Nicholas* (FFG 47).
Photo by PH1 Benjamin D. Olvey



GOTCHA!

An S-3B *Viking* assigned to Anti-Submarine Squadron (VS) 22 launches an AGM-65 *Maverick* missile during Exercise *Juniper Stallion*, a joint United States and Israeli exercise. Photo by PH2 Michael W. Pendergrass





CHECKED OUT

AO3 Chris Rodriguez of Fayetteville, N.C., inspects the installation of a AIM-9 *Sidewinder* missile on an F/A-18 *Hornet* aboard USS *Carl Vinson* (CVN 70). Photo by PH2 Shawn Handley

The Final Word

A Fine Grain of Salt

By JO1 Robert A. Benson

Get in a Delorean, slam it into first, and let her rip until you hit 88 mph, because like in the movie, that may be the only way to get back four decades – to the time when Seaman Recruit Cory Paulsen joined the Navy.

Most of us were nothing more than a vision in our parents heads back then, June 6, 1958 – the day Paulsen began his naval career. This month he is marking his 41st year in the Navy, which makes him – according to sources at the Bureau of Naval Personnel in Millington, Tenn. – the Sailor with the most years of non-gapped, uninterrupted Naval service.



That's not dandruff on his uniform, it's salt.

Paulson is so salty that he attracts deer at his Minnesota home. "I thought there would be some crusty master chief or admiral out there with more time in, but I guess I'm it," remarked Paulsen, when he learned of his particular position in February.

Just how long is 41 years? It's about 15,000 days long. It's generations long. It's long long. Civilizations have risen and fallen in shorter periods. The African lion mates, gestates, lives a full life, then expires in half that time. Navy ships are commissioned, run until the odometer clicks a million, then get decommissioned before four decades go by.

USS *Kitty Hawk* (CV 63) currently flies a flag for being the oldest ship in service; maybe Paulsen should raise one too.

Consider this: Forty-one years ago Paulsen could have sworn he was living in an era that was bristling with cutting edge technology; at his first duty station (which is long gone) he had access to the Navy's first computer: an IBM 1401. Vacuum tubes inside would hum and spark and it would operate as fast as the Indonesian slow loris. He had a car that cornered like a battleship and probably weighed about the same. It had tailfins equal in size to wings on the Navy's *Catalina*. He wowed his friends by using hip 1950's lingo; words like, "daddy-o," "swell," "keen" and "dreamboat."

In 1958, Dwight D. Eisenhower was president, "Cat on a Hot Tin Roof" starring Elizabeth Taylor was playing at theaters, the laser had just been invented and a new organization called NASA came into being. These space people amazed the public with their hare-brained talk of flying a rocket to the moon.

After 12 years in the enlisted ranks, Paulson moved to the warrant officer community where he reached CWO4. He then earned his commission and now serves as lieutenant commander in the Reserves. In his "other" job, Paulsen is a senior systems analyst for a window and door company in Minnesota.

For Paulsen, it all began in the frigid twin cities 41 years ago, and it's all going to end there; he retires in December when he hits his 60th birthday.

Next in line to carry the old salt torch will be CAPT Harry Smith, from Annapolis, Md. Smith is at the 37-year mark and counting. Maybe someone should design an old salt trophy to be passed down as each Sailor with the most years retires. How about a large salt shaker with a white hat on top?

Excuse me Mr. Paulsen, would you please pass the salt?

Did you know?

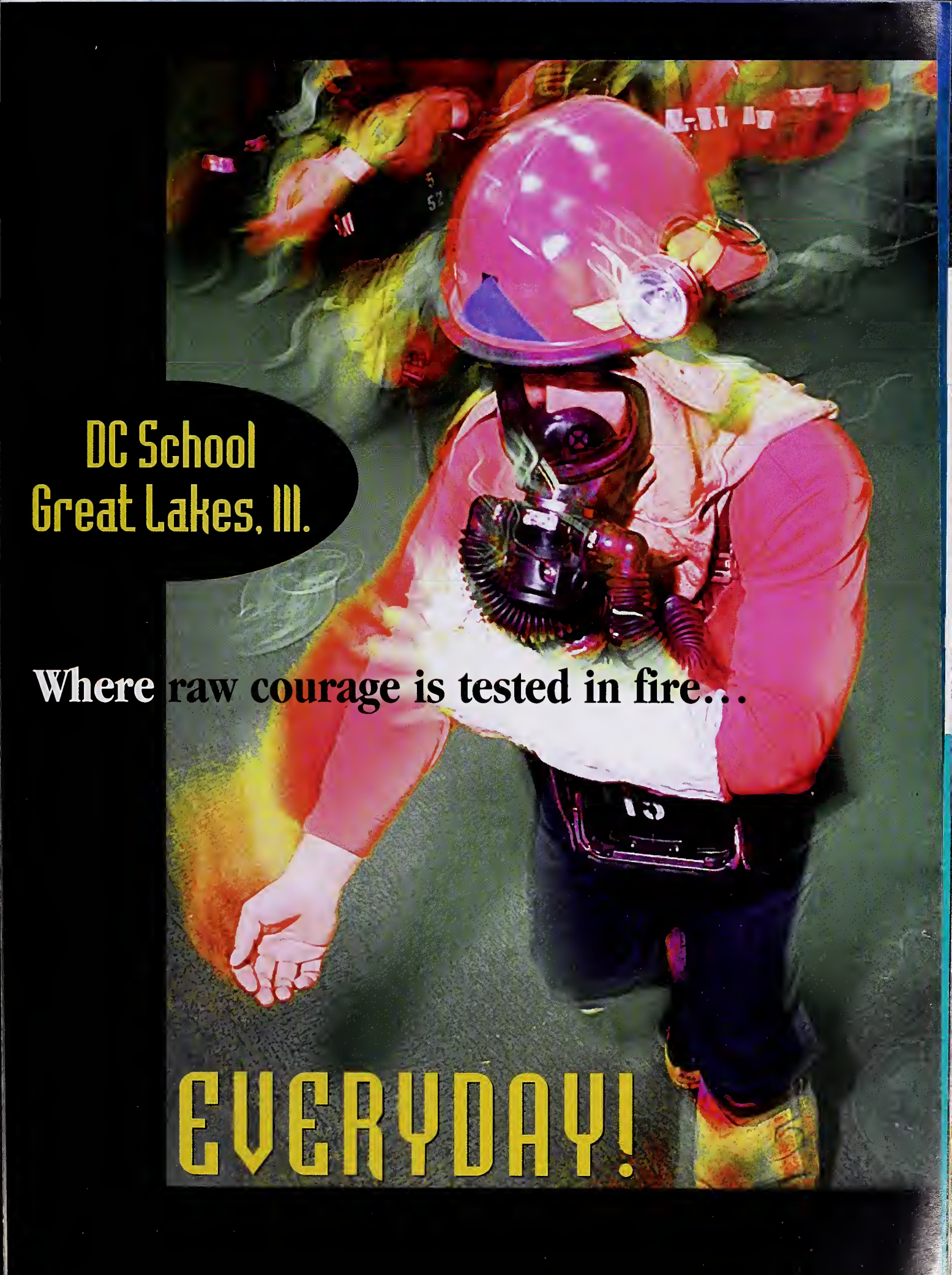
Gundecking in the modern Navy, usually means falsifying reports and records. The origin of the term is somewhat obscure, but at the risk of gundecking, here are two plausible explanations for its modern usage. The deck below the upper deck on British sailing ships-of-war was called the gundeck although it carried no guns. This false deck may have been constructed to deceive enemies as to the amount of armament carried, thus the gundeck was a falsification. Another explanation may stem from shortcuts taken by early midshipmen when doing their navigation lessons. Each mid was supposed to take sun lines at noon and star sights at night and then go below to the gundeck, work out their calculations and show them to the navigator.

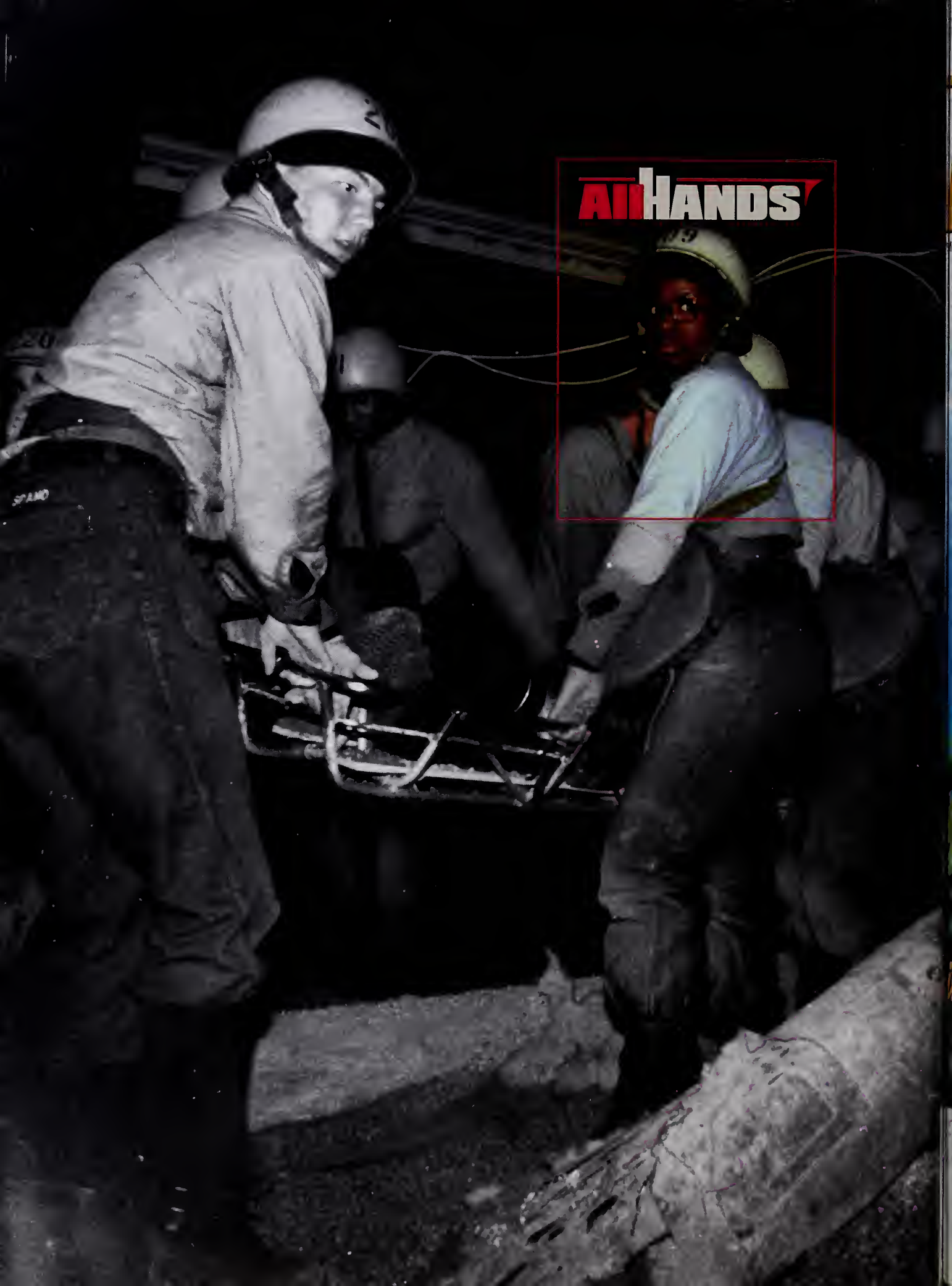
Some of these young men had a special formula for getting the correct answers. They would note the noon or last position on the quarterdeck traverse board and determine the approximate current position by dead reckoning plotting. Armed with this information, they proceeded to the gundeck to "gundeck" their navigation homework by simply working backwards from the dead reckoning position.

The bitter end of a line is the last of the line secured to the bitts (those wooden or iron posts sticking through a ship's deck called bitters). Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end.

Phrases like "stick it out 'til the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.

"Sleep Tight" derives from the fact that early mattresses were filled with straw and held up with rope stretched across the bedframe. In order to support the weight of the individual the ropes had to be pulled tight.


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All Hands

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All HANDS

MAGAZINE OF THE U.S. NAVY JULY 1999



Fun & Sun in Puerto Rico

Navy in Roosevelt Roads
Page 22

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All Hands
July
Number 987

Features

12 Instruments of Precision
Meet the members of the U.S. Navy's Ceremonial Honor Guard. Established in 1931, the Guard's primary mission is to represent the Navy in presidential, joint armed forces and public ceremonies.

18 IWRK4GD
Chaplain (LT) M. Malak Abd Al Muta'ali Ibn Noel Jr., known to the Sailors of Naval Station Norfolk simply as "Chaps," is the first – and only – Muslim chaplain in the Navy.



Photo by PH3 Lena Gonzalez

22 Puerto Rico
Welcome to this island paradise where the sun is always shining and the water is always warm.

28 The Good Life
Sure, no one needs a $50,000 yacht or beachfront property on a Caribbean island. But it would be nice. Just ask AT2 Ron Ward. He's living a dream.



All Hands

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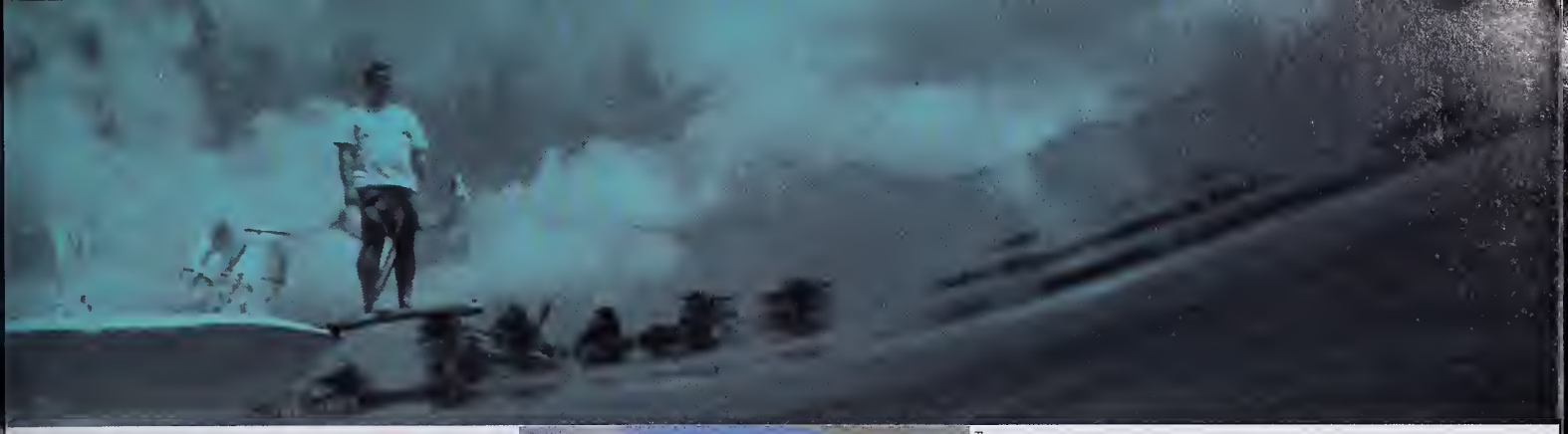
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32 The Teller of Tales
Boatswain's Mate 1st Class Sheldon Ezell knows about loss. He sees it everyday in the eyes of those he ferries out to the *Arizona* Memorial – Americans still saddened by the events of Dec. 7, 1941.



Photo by JO1 Robert Benson

36 The Size of the Fight
On the morning of Sept. 30, 1918, in the waning days of World War I, a small Navy cargo ship clashed with a German U-boat in the middle of the North Atlantic. It wasn't a grand battle, but the Herculean efforts of the American crew to defend their ship remains one of our Navy's most enduring episodes of bravery under fire.

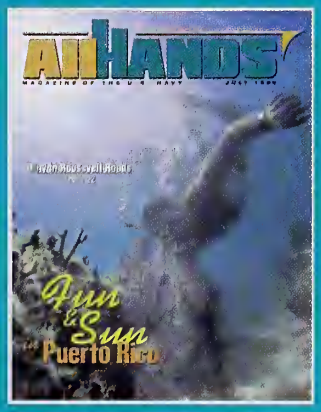


Photo by JO1 Robert Benson

Departments

6	Letters
7	Around the Fleet
42	CyberSailor
44	Eye on the Fleet
48	The Final Word

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html

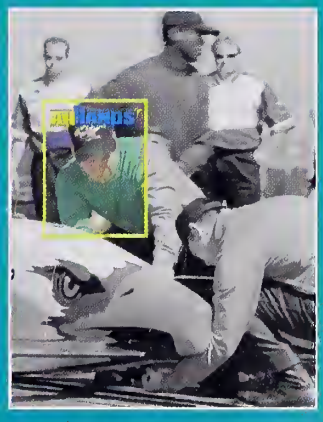


On the Cover
MMC(SW) Don Brown, LCPO of Naval Station Roosevelt Roads' MWR Department, snorkels off "Green Beach" near the island of Vieques in Puerto Rico.

Photo by JO1 Robert Benson

On the Back Cover
Sailors on board USS *Constellation* (CV 64) prep an Indy car for launch. ABC News used the car and the carrier for a promotional spot aired during the Indy 500.

Photo by PH2 Aaron Ansarov



High Octane

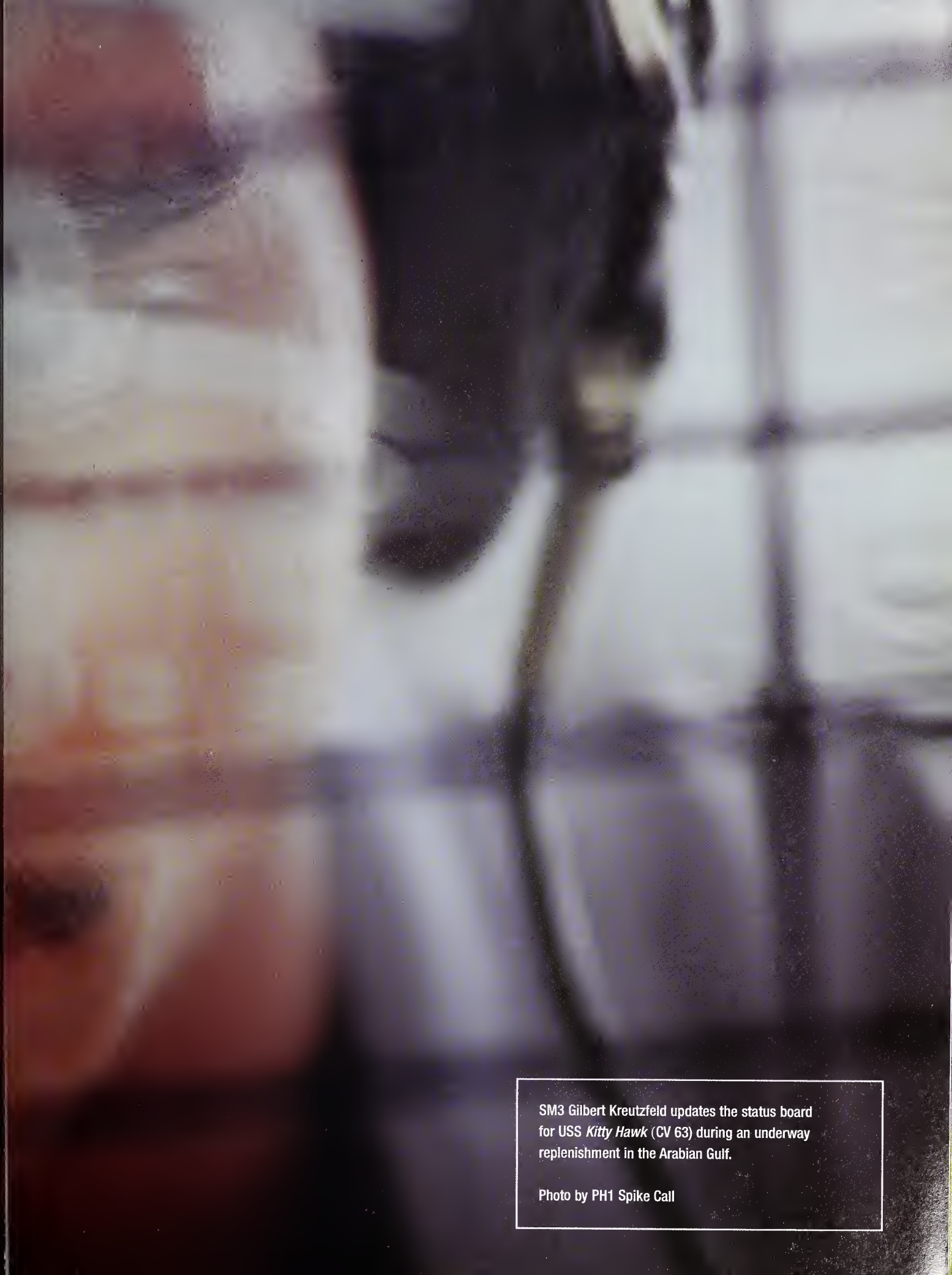




AN Mario Georges refuels an Indy car on board USS *Constellation* (CV 64) in San Diego. ABC News used the car and the carrier for the filming of a commercial which aired during the Indy 500.

Photo by PH2 Aaron Ansarov


Eye Contact



SM3 Gilbert Kreutzfeld updates the status board for USS *Kitty Hawk* (CV 63) during an underway replenishment in the Arabian Gulf.

Photo by PH1 Spike Call

Letters

Shore Sentiments

A couple of Sailors and I out here at NSGA Rota, Spain, have been looking at *All Hands* magazine lately and noticed the amount of publicity concentrated on the part of the fleet that is at sea, or involved with air wings or squadrons. Some of us deploy for short amounts of time, but we are all shore Sailors first. We would like to see more articles and pictures of the rest of the fleet, if this is possible.

We would also like to commend you on your magazine, because the articles you do put out are great. They are written well and the format is excellent. Continue the good work!

CTM2 McKenzie Lyn Wagner
NSGA Rota, Spain

Diving Down

I am a Supply Corps officer who is extremely proud to have served on a U.S. Navy submarine. When I saw the cover of the April 1999 issue of *All Hands* I was excited about being able to read about my "former life."

While I was attached to USS *Nevada* (SSBN 733) I stood watch as the Diving Officer of the Watch (DOOW). The DOOW is one of the key players in the dive, he even controls the ship's speed until the ordered depth is reached. You completely omitted the DOOW from the entire picture. The all-important position of DOOW was never mentioned in your magazine. The OOD never gives depth orders straight to the helmsman/planesman.

As I said, I am proud to be a submarine-qualified Supply Officer. Now if publications such as *All Hands* would start recognizing our contribution to the submarine world, it would be a good start.

LCDR Jeffrey M. Post
CNRF

Chevy – Like a Rock

I am responding to the article in the latest *All Hands* about MMC(SS) "Chevy" Brown. I was very happy to see [an article about] one of my senior enlisted members who takes time with his personnel.

He has a very excellent relationship with all personnel. The article pointed out a high-ranking enlisted person who shares the good and the bad times with his personnel. It probably began with home training. My commanding officer is very people-oriented.

I just wanted to say thank you for the article. To *All Hands* – keep doing excellent work; and to Master Chief Brown – never change for any one.

YN3 Mike Vaughn
VQ-5, NAS North Island

Missouri Mix-Up

In the May 1999 issue of *All Hands* magazine on Page 11 is an article on NAVSTA Rodman's closure. The caption next to the picture of USS *Missouri* (BB 63) reads, "USS *Missouri* (BB 63) transits the Gatun Locks of the Panama Canal, Nov. 18, 1944, on the final leg of an around-the-world shakedown cruise."

Missouri did two around-the-world shake down cruises; the first in 1944, the second in 1985. I was onboard in 1985, which is when that picture was taken. Just think of the damage we could have caused to the Imperial Japanese Fleet, if *Missouri* was equipped with CIWS, *Harpoons* and *Tomahawks* in 1944, as your caption suggests.

Easy mistake. Over all, great magazine!!!!

MMC(SW) Butler
USS *Missouri* crew
member '84 to '91

Tell us something we don't know.

Send your comments to:
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2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819

or e-mail: allhands@mediacen.navy.mil

Corrections

Mistaken Identity

In the April 1999 issue of *All Hands*, you incorrectly identified two of my shipmates. On Page 35 of that issue, DC2(SW) Betty Jacob was incorrectly identified as PO2 Nonah Hadnot. MM3 Thuy Vu was identified as PO3 Thuy Bu.

JO2 Stacey Moore
USS *McKee* (AS 41)

Two Tenders

Did you guys forget the tender that just went over to relieve the AS 33 [in April '99 Issue]? After September the only deployed (active) submarine tenders will be the USS *Emory S. Land* (AS 39) at La Maddalena, and the USS *Frank Cable* (AS 40) at Guam.

Douglas R. Delgado
E-75 SEAWOLF LTD

A Group By Any Other Name

Your caption on Page 1 of the May 1999 issue incorrectly identified the command of the Sailors on the back cover. YN1(AW) Weaver and QM1(SW) Hager are from Carrier Group 1, not "Cruiser Destroyer Group 1" as printed. Thanks for the great pictures. Our staff loves them.

LCDR Peet
Flag Secretary
Commander, Carrier
Group 1

Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
184	16	29	59

Y2K and You

A Look at Utilities

This month we took a look at some of the things we know Sailors and their familes are real concerned about: utilities. Things like water, gas and electricity are fundamental to daily life, so much so that we often take them for granted. But with the Year 2000 approaching, utilities have become a hot topic. How will Y2K affect them? Well, read on and find out.

Q. Some reports predict widespread power outages at the beginning of the year 2000. Is this true?

A. These predictions are not based on facts or rational analyses of information from the industry. Sporadic spot outages in some areas is a far more likely scenario. Prepare for this possibility as you would for an outage caused by a winter storm. Have a flashlight with fresh batteries available and plenty of warm clothing if you live in a cold area. Most experts predict only short-term power outages.

Q. Will there be safe drinking water at the tap on Jan. 1, 2000, and each day thereafter?

A. The answer is yes, especially in the United States. Water purification systems receive high priority as utilities work toward compliance. A water utility's Y2K-compliance program must be designed to ensure safe drinking water is provided to customers. This important consideration plays heavily into the decision-making process as utilities prioritize systems for Y2K remediation.

Q. Will there be gasoline shortages because of Y2K?

A. An industry survey by the American Petroleum Institute indicates that oil companies should be well-prepared to continue refinery operations after Jan. 1, 2000. Seventy-six percent of companies surveyed reported they will have their embedded systems Y2K ready by June 1999. Seventy-three percent reported they will have contingency plans in place by June 1999. Contingency plans address things like identifying alternate electrical power sources and transportation vendors ahead of time. Year-end gasoline lines and shortages at the pump could result from large numbers of people all attempting to fill up their vehicles just before the new millennium arrives. Many oil companies intend to increase reserves to address this possibility. Most major oil companies have posted Year 2000 readiness disclosures to their websites.

Q. Will there be Y2K-related problems with natural gas supply?

A. An industry survey of municipal natural gas distributors shows 55 percent of those surveyed report they have no electronic systems whose failure would affect their distribution operations. Of the 45 percent who report potential Y2K impacts, all but 6 percent expect to be Y2K compliant by June 1999.

Do you have a Y2K question you would like us to answer? Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

All Hands, Naval Media Center
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

DFAS Resolves Social Security Withholding Issue

The Defense Finance and Accounting Service Center (DFAS), Cleveland, Ohio, was recently notified that in 1994, Social Security withholding tape was not processed for active-duty Navy members whose Social Security Numbers (SSNs) fall within 001-36-6000 through 194-62-4343. DFAS promptly reproduced the tape and provided it to the Social Security Administration (SSA). The SSA is now correcting Navy member records that did not receive credit for the 1994 withholding period. Members whose SSNs do not fall within this numeric series were not affected.

Service members should allow sufficient time for the SSA to process and properly credit all accounts missing the 1994 data. If you have questions about a specific account, please contact your local SSA office.

Story by DFAS public affairs.

Dietary Disaster

The Food and Drug Administration (FDA) recently announced a warning against the use of "dietary supplements" containing gamma butyrolactone (GBL) for bodybuilding-enhancement or as sleep aids. These products are illegally-marketed, unapproved new drugs, according to the FDA, which has asked companies manufacturing these products to voluntarily recall them.

GBL-related products have been connected to at least 55 adverse health effects, including one death. In 19 cases, the consumer became unconscious or comatose and several required assistance in breathing. There have been other reports of seizures, vomiting, slow breathing and slow heart rates.

Another popular underground drug, gamma hydroxybutyrate (GHB), also known as "liquid ecstasy" or "Georgia Home Boy," has been taking over the recreational drug market. Its popularity is alarming. In 1991, the FDA realized the potential adverse effects from the drug and its legal use was restricted to medical research. GHB is illegal to possess or sell.

However, your body can produce GHB when you orally ingest a product containing GBL. Therefore, when Navy personnel provide periodic urine samples, they may "pop positive" for an illegal substance as these drugs metabolize in their systems.

Some of the products that contain GBL are marketed under the brand names Renewtrient, Revivarant or Revivarant G, Blue Nitro or Blue Nitro Vitality, GH Revitalizer, Gamma G, and Remforce. They claim to build muscle, improve physical performance, reduce stress and induce sleep.

The FDA said it's considering criminal actions if the GBL products are not recalled. Consumers and physicians may report adverse effects from use of GBL-containing products to the FDA's Medwatch at 1-800-332-1088.

Don't be fooled by marketing ploys and gimmicks. Both of these drugs are dangerous and should be avoided.

Story by CAPT Don Mason, Naval Hospital Pensacola, Fla.

On assignment

Acting like the typical tourist

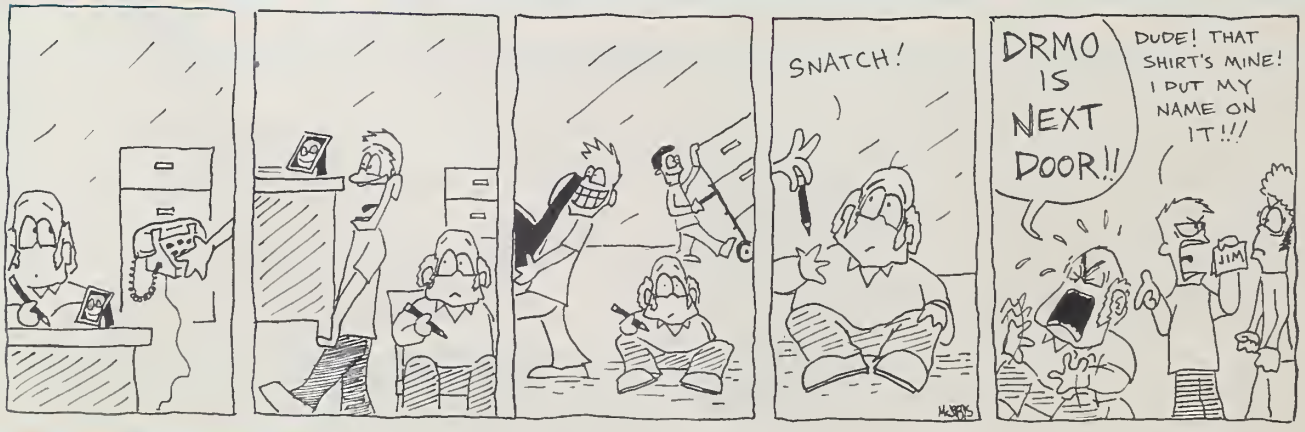


Photo by JO1 Robert Benson

"Old San Juan was such a beautiful place to visit," said JO2 Joseph Gunder III, who traveled with JO1 Robert Benson to cover happenings in Puerto Rico. "It's kind of a unique blend of the Caribbean, Latin American and U.S. cultures. Our last day there was the best. We spent a whole Sunday morning just exploring the city and looking for cool shots. Even outside of the capital, there was so much to see and do. My favorite place to go, oddly enough, was any place that had Chinese food."

Ricky's Tour

By JO3 Mike C. Jones



mikejones43 @ hotmail.com



Kitty Hawk Aids in Rescue of Stranded Balloonists

While conducting routine operations off the coast of Japan recently, USS *Kitty Hawk* (CV 63) and USS *Chancellorsville* (CG 62), picked up a distress signal from two British balloonists attempting an around-the-world voyage. Unable to raise the endangered balloon by radio, *Kitty Hawk* initiated efforts with U.S. military and Japanese Self-Defense Force rescue crews to locate and rescue the balloon's crew.

The contact was first discovered by OS3 Michael Winstead, a tracking supervisor in the carrier's Combat Direction Center. At first he thought it must have been an error. "It popped up in the middle of the morning, and at that time we didn't have anything going on. So, the first thing I did was try and validate the emergency."

To do that, the Walshville, Ill. native, deleted the blip from his screen and waited to see if it would show up again; moments later it did. "Just after it popped up again, *Chancellorsville* called up on the radio and asked if I was getting the same thing." Winstead reported the contact to his supervisor and kept monitoring the blip. *Kitty Hawk*'s Tactical Action Officer, LT Dave Bolduc, of Hinsdale, Mass., was also monitoring the developing situation. "The first thing we did was try and figure out where it was. Then we notified the Bridge in case we had to change course and render assistance."

Winstead determined its approximate location. "It was about 100 nautical miles from us and about 50 miles from Japan and it was underneath an active commercial air corridor," he said.

"My first thought was that it was a mid-air collision, but then we were able to get a reading from IFF (identification – friend or foe) which gave us an altitude of 11,000 feet. At that point we knew it wasn't a mid-air, and because of how slowly it was moving, we figured it had to be a balloon," said Bulduc.

While *Chancellorsville* attempted to make radio contact with the balloonists, AT1 Wayne Brown, assigned to *Kitty Hawk*'s Carrier Air Traffic Control Center, was able to phone Yokota Air Force Base and inform them of the situation. "I gave them the latitude and longitude of the distress beacon, and they were able to relay it to Japanese search and rescue." *Kitty Hawk* and *Chancellorsville* were able to track the balloon for almost an hour while Japanese Self-Defense Force rescue crews picked up the stranded balloonists.

Story by JO2 Phil Beaufort, USS Kitty Hawk *(CV 63) public affairs.*

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

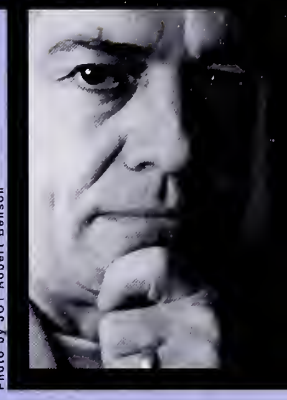


Photo by JO1 Robert Benson

Q: Why was the Enlisted Education Advancement Program (EEAP) cancelled?

A: Although EEAP was a great program, it was very costly and only benefited a handful of Sailors. At the time the Navy decided to do away with the program, I was the Force Master Chief for the Chief of Naval Education and Training, and I was instrumental in making that decision. I truly believe that by doing away with the program and using those dollars in other educational programs, such as PACE and tuition assistance, it will benefit more Sailors. In light of the degree completion program initiative currently under development, this was clearly the right thing to do.

Q: Currently, certain overseas locations count toward sea duty, while others do not. It seems that the location of the command and not its mission, plays a larger role in deciding if the Sailors assigned to that unit get credit for sea duty. Is this being looked at?

A: I am not sure if it is, but it needs to be. Our mission overseas is important and a tour may come in many forms, as shore duty or sea duty; on a forward-deployed ship or squadron. It is expected that most Sailors will do at least one overseas tour during their career, and I encourage all Sailors who have not done an overseas tour to consider it the next time they approach their projected rotation date. It is one of the experiences I regrettably missed out on in my career.

Q: NAVADMIN 12/99 placed a moratorium on separations due to Physical Readiness Test failures. Where are we heading?

A: First, I want to stress to all Sailors that the moratorium does not mean there is a moratorium on physical fitness. We are heading toward a fitness/health-based, instead of health-based alone, physical readiness program. This one-year moratorium allows Navy leadership to shape these new standards. At this time, I do not know exactly what these changes will be, but physical fitness will continue to be important in the Navy.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet



Photo by Marine Corps Staff Sgt. Eric C. Tausch

USS *Dubuque* (LPD 8) delivers Marines of the 31st Marine Expeditionary Unit to the shores of Kuwait.

Dubuque Wins Again

Seventh Fleet recently awarded USS *Dubuque* (LPD 8) its third consecutive award for amphibious warfare excellence.

Last year, *Dubuque* participated in several large-scale, joint and multi-national amphibious exercises. These exercises included *Valiant Usher* in Australia, *Cobra Gold* in Thailand, Blue-Green work-ups and special operations-capable exercises in Okinawa, and *Tandem Thrust* in South Korea. During these exercises *Dubuque* acted as the primary control ship overseeing the safe and organized movement of personnel and equipment to and from shore.

Dubuque was also heavily involved in two real world operations. In May 1998, the ship prepared to assist in the possible evacuation of American citizens from Indonesia. And, in November 1998, *Dubuque*, along with USS *Germantown* (LSD 42) and USS *Belleau Wood* (LHA 3), was tasked to proceed to the Arabian Gulf to counter Iraqi threats. While in the Gulf, the three ships were directly involved with defending Kuwait during Operation *Desert Fox*.

Story by USS Dubuque *(LPD 8) public affairs.*

SHIPMATES



Aviation Storekeeper 1st Class (AW) **Kirkland Kirk** was selected as Naval Air Station Fallon, Nev., Sailor of the Year for 1998. The Galveston, Texas, native was recognized for his work as material control leading petty officer for the Aviation Intermediate Maintenance Department. He reduced broad arrow requirements by 72 percent, resulting in a 15 percent production improvement and reducing turn-around time by 25 percent.



Air Traffic Controller Airman **Fernando Marquez** was selected USS *Enterprise* (CVN 65) Blue Jacket of the Year for 1998. The El Paso, Texas, native was singled out for work as an assistant in the ship's Air Traffic Control Office. Marquez reliably tracked and supported the safe movement of 6,511 passengers, 490,149 pounds of cargo and 214,484 pounds of mail in the past year.



Utilitiesman First Class **Robert F. White** was selected as Naval Construction Battalion Unit (CBU) 410 SeaBee of the Year for 1998 for his work as the S-3 Quality Control Inspector. White maintained the unit's principal construction management tool, the Level One, and supervised the completion of 22 projects totaling 1,352 work days with work in place valued at $125,000.



Journalist 2nd Class **Kaye Trammell** was selected as Fleet Surveillance Support Command, Chesapeake, Va., 1998 Senior Sailor of the Year and 1998 Naval Space Command Junior Shore Sailor of the Year. The Junction City, Kan. native single-handedly developed a public affairs program at her command.

"Gunslinger" Selected as Attack Aviator of the Year

LCDR Greg "Fence" Fenton of the Fighter Attack Squadron (VFA) 105 "Gunslingers" was recently selected as the LCDR Michael G. Hoff Attack Aviator of the Year by Commander, Naval Air Forces, U.S. Atlantic Fleet. The award, established in 1987 in honor of Hoff, is presented annually to the top tactical aviator or Naval Flight Officer for exceptional proficiency, professionalism and contributions to the carrier-based attack mission of the U.S. Navy.

Fenton accumulated more than 2,200 total flight hours – 1,800 of them in the F/A-18 *Hornet* – in the past year and earned every pilot qualification available to him. He also made significant contributions to standoff weapons employment and tactics development.

The Gunslingers also recognized LT Dave Lisi and CWO2 Jamy Weaver, who were selected as the Ground Officer of the Year and Ground Maintenance Officer of the Year for respectively Commander, Strike Fighter Wing, Atlantic.

New Options for "SS" Quals

Pearl Harbor submariners now have a new training option with regard to "SS" (Submarine) qualifications. A computer lab has been constructed for the use of Submarine On Board Training (SOBT) Interactive Courseware (ICW). The SOBT lab provides submariners an off-ship option for working on SS qualifica-

tion. Recently, several ICW modules were made a mandatory part of the Enlisted Submarine Qualification Instruction for 688-class SSNs and 726-class SSBNs.

The benefit of using ICW is an increase in efficiency, time spent giving qualification checkouts is drastically reduced and students get a thorough, effective presentation and examination. ICW was tested onboard USS *Columbia* (SSN 771) for one year prior to its mandatory use in the SS qualification process. The commanding officer noted an increased level of knowledge on qualification boards and CO qualification interviews, as well as a marked improvement in the amount of time it took junior personnel to qualify submarines.

Of course, human interaction cannot be removed from any qualification process. After a Sailor completes all of the ICWs of a particular section, he is required to complete an onboard walkthrough of the associated systems with a qualified crew member to ensure he possesses adequate technical and practical knowledge.

Story by COMSUBPAC Public Affairs.

TIME CAPSULE

This month we take a look back at the July 1971 issue of *All Hands*.

Seeing the World: According to Sailors, "There's no substitute for the real thing. Geography books, an atlas, TV and movies just don't get across the same feeling as seeing and doing it for yourself. Speaking French in a Cleveland classroom can't be compared with ordering a meal in a Paris café or at a restaurant in Port au Prince." In the Navy, the world is yours. Cost-free travel around the globe is one of the dividends enjoyed by first-termers and career Sailors alike.



Surf's Up!: When the Navy hosted the first National Explorer Surfing Conference at Barbers Point Naval Air Station, Hawaii, in 1971, the uniforms were bikinis, the equipment surfboards. More than 150 youngsters, aged 14 to 20, competed in the Easter Holiday event. Some of Hawaii's best surfers participated as workshop instructors, judges, guest lecturers and clinic assistants.

Fine Tuning: They wear traditional military uniforms, but their weapons are musical instruments and their message is one of happiness and goodwill. A typical day for the U.S. 7th Fleet Band is anything but typical.

Can you Spare the Time: Most people have hobbies to fill in their spare time. The same is true for Sailors. Sailors have a better opportunity than many to pursue a fun occupation at minimal expense. Almost every base has a hobby shop where Sailors can do anything from making models to building yachts.



Enterprise Sailors Reenlist Via VTC

HM3 (SW) Eric Winkler and HM3 John Banjoff reenlist via VTC on board USS *Enterprise* (CVN 65).

Two things represent the future of the Navy: retention and technology.

The two were combined recently on board USS *Enterprise* (CVN 65) as two Sailors in the ship's Medical Department enlisted for second terms with the help of video-teleconferencing, or VTC.

Hospital Corpsman 3rd Class (SW) Eric W. Winkler, an aviation medicine technician from Wallingford, Conn., and HM3 John W. Banjoff, a general duty corpsman from Grafton, Ohio, bridged eight time zones to reenlist with their former Senior Medical Officer, CAPT (Dr.) Charles O. Barker, now Deputy Director of Aerospace Medicine at the National Naval Medical Center in Bethesda, Md.

"I thought it would be really interesting if CAPT Barker reenlisted us," Winkler said. Banjoff decided he would also like to reenlist when he heard Winkler's idea. Winkler reenlisted for four years, and Banjoff reenlisted for three.

VTC technology is used for many operational purposes on *Enterprise*. Current Senior Medical Officer LCDR Edmond F. Feeks said it enables medical professionals on board to access services and information that would not otherwise be available. In many cases, it enables proper diagnosis and immediate treatment on board ship. "It has saved the Navy a lot of money and given us the ability to arrive at different diagnoses," he said. "There's no substitute for a good doctor, but this multiplies his or her capabilities."

VTC is one part of the new telemedicine capabilities on the forward-deployed aircraft carrier. 'Big E' medical also has "store and forward" capability to send, for example, e-mail communications and digitized photographs of patient x-rays or microscope slides to be analyzed by specialists on shore.

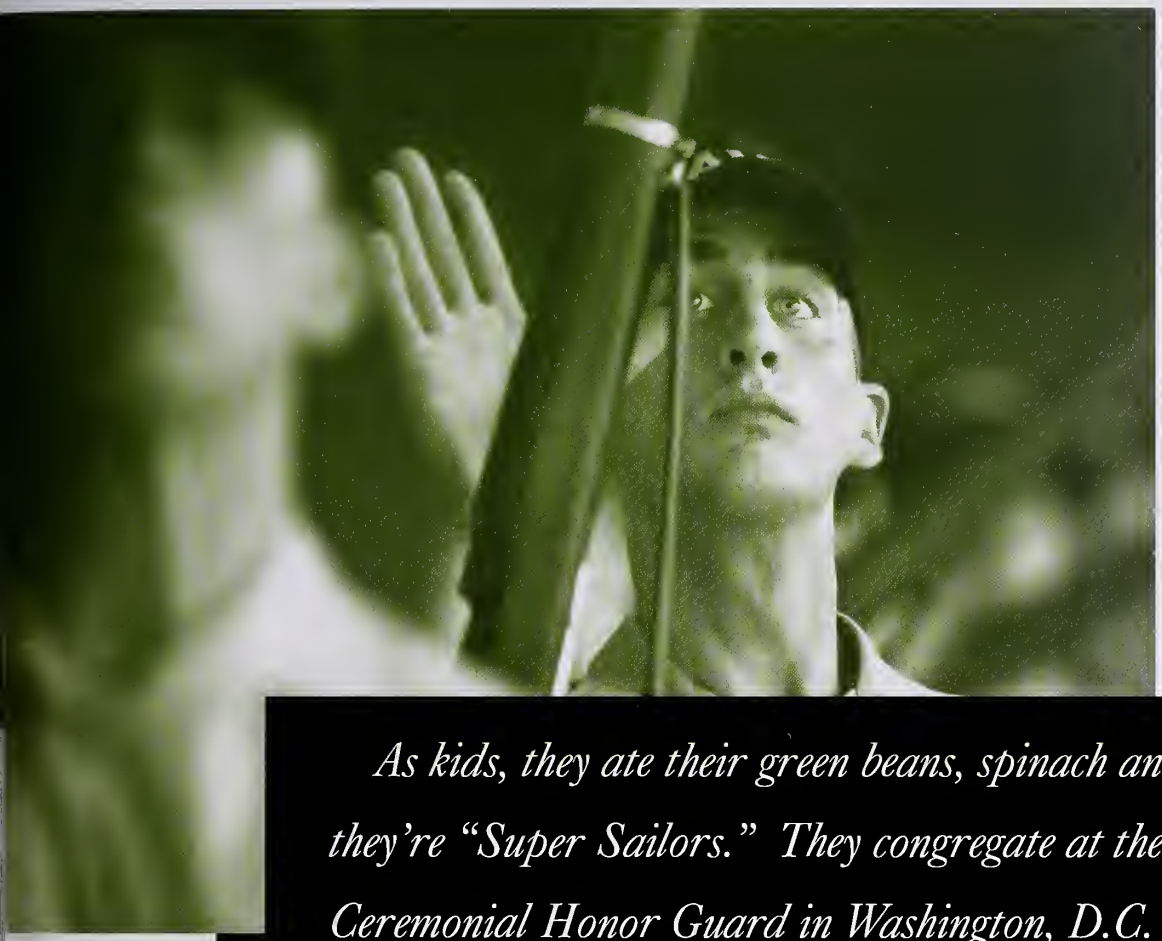
While Sailors have found innovative ways to make their reenlistments special for years, the VTC ceremony represents cutting-edge medical technology on the cutting edge of Navy operations.

Story by JO1(SW) Jonathan Annis, USS Enterprise *(CVN 65) public affairs.*

Photos by J01 Robert Benson

Instruments of Precision





Platoon B drill team member SN Joshua Reichard prepares to intercept his rifle spinning overhead. From marching at a cadence of exactly 110 steps per minute to throwing a piece in the air 1 1/2 revolutions, all military movements in the Ceremonial Guard are refined and practiced until they become a single, uniform motion.

As kids, they ate their green beans, spinach and beets. Now they're "Super Sailors." They congregate at the U.S. Navy's Ceremonial Honor Guard in Washington, D.C. Look around and you'll see perfect specimens: all men are 6 foot or taller; the women 5 feet10 inches plus. To be a member of the elite group, each person on the hand-picked team must have "superior nature, posture, good moral character, outstanding personal appearance, good facial complexion, a high level of fitness and outstanding intelligence."

Ability to levitate or walk on water is optional.

Step inside the halls of the Ceremonial Guard now. Prepare to feel less than perfect.

Sailors master the precise art of spinning, throwing and recovering a "piece" in midair through hours of grueling practice. And, while most guardsmen transfer from the guard unscathed, wielding a standard M-1 rifle with a bayonet attached adds an element of danger to the job description. That's why only the most agile and physically dexterous Sailors are selected from boot camp to serve a two-year tour in the Guard.

Ceremonial Hall

Like a minor league ball player trying out for the big leagues, SN Juan C. Bernalvega auditions for a coveted position on the Navy Ceremonial Drill Team. Performing in front of world leaders and curious spectators alike, members of this elite unit execute their close-order drill routine with detailed precision and pinpoint accuracy.





Top: Senior drill team member AN Christopher Pacheco prepares to pass through a tunnel of two dozen flying bayoneted M-1 rifles. It takes weeks before such complicated maneuvers are fine-tuned enough to be performed in public.

Left: Inside Ceremonial Hall on Naval Station Anacostia, Navy Ceremonial Guardsmen stand up to two long, motionless hours of "stamina training." Standing at attention for long intervals is ingrained in these young men and women from the moment they report aboard.

Right: You won't find these items at your nearest uniform shop. White, cotton leggings; shiny, black patent-leather shoes with brass fastened to the heel, and countless other uniform articles are designed and manufactured specifically for Sailors serving in a ceremonial unit.





Right: If you think your boot camp company commander harped on you about attention to detail, imagine what a two-year stint in the Ceremonial Guard must be like. Before every public performance members are scanned head-to-toe by their petty officer in charge. Even the most minute uniform infraction is grounds for failing an inspection.

Left: The 1-MC announcement "Sweepers, sweepers, man your brooms ..." is as commonplace to shipboard Sailors as sipping "bug juice" and setting "Condition Yoke." Other than the fact that their command doesn't float, sweepers is no different for Ceremonial Guard Sailors. Each month a different division is responsible for cleanup duty, with white-glove inspections held every Friday.

Ceremonial Guard member SN David Edwards saturates his dungaree shirt with starch in preparation for an upcoming inspection. Because these young men and women represent the Navy in so many public performances, a flawless, squared-away appearance is paramount.





Members of the drill team have been known to escort the Commander-in-Chief, or perform for presidents and royalty worldwide. Established in 1931, the Guard's primary mission is to represent the Navy in presidential, joint armed forces and public ceremonies in the nation's capital under the scrutiny of the highest ranking officials of the United States and foreign nations.

SN Rhonda Jones checks out her reflection in a brass fixture before mustering with her division for the daily uniform inspection. Jones is one of 30 women assigned to the 200-member Ceremonial Guard unit.



"Always remember, there is no such thing as individual greatness or achievement, for even though we may stand alone, we remain a sum (total) of all that Allah has blessed us to see, experience or encounter."





Chaplain (LT) M. Malak Abd Al Muta'ali Ibn Noel, Jr., known to the Sailors of Naval Station Norfolk simply as "Chaps", is the first – and only – Muslim chaplain in the Navy.

Story by J01 Jason Thompson
Photos by PH3 Lena Gonzalez



With eyes dancing and a playful, boyish grin stretching across his 38-year-old face, the Chaplain confidently reaches a hand across the black and red checkered game board. Restraining himself momentarily before executing the game-clinching move, the Salem, N.J., native looks up to assess the mood of his opponent. He notes with relief that the young petty officer sitting across from him isn't the same sulking, timid, unapproachable Sailor who nervously tapped on his door just 10 minutes before. Now the smiling young man appears relaxed and comfortable.



The bulky, silver-plated class ring Chaplain (LT) Noel wears on his right hand was presented to him upon graduating with a joint Master's of Divinity degree in 1996. Noel majored in Islamic Law in a joint degree program offered by University of Chicago's Lutheran School of Theology and the American Islamic College.

"*Good*," the lieutenant says to himself, "*Now that he's loosened up a bit, he'll open up and tell me what's really on his mind.*"

The officer's attention turns back to the game board.

"*But first things first …*"

In a single sweeping motion, he eagerly bounces the shiny, black checker in his hand like a jackrabbit over several of his opponent's pieces.

"King that bad boy!" he blurts out triumphantly, almost leaping out of his chair.

The move deals a crushing blow.

Send in the damage control party. While you're at it, tell the corpsman to bring a stretcher. Another poor soul has just bit the dust.

"Allah teaches us to be gracious and merciful," explains the self-proclaimed "undefeated" checker enthusiast after the game is over and the young Sailor has been given the spiritual guidance he needed. "But when it comes to checkers, I just can't help myself!"

Meet Chaplain (LT) Noel, the Navy's first (and currently only) commissioned Muslim chaplain. Or, if your lungs can muster enough oxygen, you can greet him by the name inscribed on his business card. It reads: LT M. MALAK ABD AL MUTA'ALI IBN NOEL, JR. But, to the Sailors at Naval Station (NAVSTA) Norfolk, Noel is affectionately known simply as "Chaps."

"I guess we call him 'Chaps' for short because, to us, he's not just another officer – he's our friend, our shipmate," explained Hospital Corpsman 2nd Class Art Coffman, an emergency rescue paramedic assigned to Sewells Point Branch Medical Clinic, Norfolk.

A shipmate who is always there. Every weekday afternoon, without fail, the lean, physically fit Chaplain with 19 years of service dons his shades, hops behind the wheel of his new Mitsubishi Diamante, with license plates that read IWRK4GD, and cruises the base in search of Sailors. His mission: to talk to and have a positive effect on as many of his shipmates as possible.

"We all love it when Chaps pops in for a visit," said Yeoman 2nd Class Darrell Thomas, who works at NAVSTA Norfolk's admin office. "He brightens up the place and spends quality time getting to know us."

Put simply, Noel is a people person.

It doesn't matter what kind of person you are, either. Muslim or Christian,

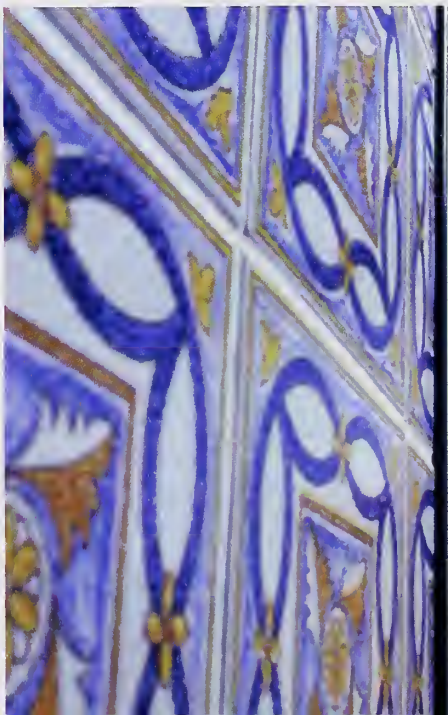




Photo by PH3 Lena Gonzalez

Chaplain (LT) Noel performs Islamic religious services every Friday (Muslim sabbath) at 1 p.m., in this small room located on the second deck of Naval Station Norfolk's chapel. The Islamic house of worship opened Nov. 27, 1997, as the first and only permanent mosque on any U.S. military base.



"We all love it when Chaps pops in for a visit. He brightens up the place and spends quality time getting to know us."

Every Tuesday "Chaps" stops by the Sewells Point Branch Medical clinic on NAVSTA Norfolk. He cheers up ailing patients, brightens up the day of corpsmen and doctors working there and even goes out with the paramedics on emergency ambulance calls.

admiral or seaman, black, white or purple – this friendly, charismatic and energetic man of God in an immaculately pressed khaki uniform doesn't discriminate. He talks to anybody, anytime, anywhere in the fleet.

Just look at the amount of time he's put in since former Secretary of the Navy John H. Dalton first pinned on his brass Islamic crescent moon insignia in a Pentagon ceremony three years ago. Although Noel figures he's only left the Norfolk area a half dozen times, those six trips added up to more than nine months away from his family. In fact, by the time this issue of *All Hands* hits the fleet, Noel will be visiting Sailors on ships and shore installations located in and around Southwest Asia.

The world is a lot of territory to cover for one man. Noel's ministerial reach is global in nature, because the Navy has Sailors of the Islamic faith assigned to ships and shore installations all over the world. It's his job to see that their spiritual needs are being met.

"An important part of what I do is serve as an advocate for my Muslim shipmates – wherever they may be stationed," said the former Legalman 1st Class who in 1994 received a Navy scholarship to get his master's degree in Islamic Law from the University of Chicago. While in the "Windy City" he earned a joint Master's of Divinity degree from the Lutheran School of Theology and the American Islamic College.

Noel said both experiences – serving in the fleet and the intense postgraduate work in Islamic law – have come in handy since taking the position as the Navy's Muslim chaplain.

"I often get questions from commanding officers in the fleet who ask me to clarify and explain certain Islamic traditions and advise them on how their chain of command can better adapt to and accommodate the specific worship needs of their Muslim Sailors," said Noel.

Addressing the needs of an increasing number of Muslim Sailors is the reason Navy leadership gave the go-ahead for a Muslim chaplain in the first place.

"I think it was a good move," said Navy Counselor 1st Class (SW) Murillo A. Millin, assigned to NAVSTA Norfolk. "I'm not a Muslim, but over the years I have served with several aboard ship. Now they have someone who represents them and looks out for their best interests."

Whether he's living out of a seabag or working out of his tiny office inside NAVSTA Norfolk's red brick chapel, Chaps sees his role as the Navy's Muslim chaplain in very broad terms.

"God is my boss," said Noel. "Sure, like any lieutenant in the Navy, I hope to someday make lieutenant commander, Allah willing, but that's not why I'm here. God has blessed me with this job for a reason — to do His will."

For this mustang, doing God's will means getting out, meeting Sailors – real Sailors with real problems and concerns – and making a difference in their lives.

"Some of my shipmates come to me with serious problems eating away at them," he explained. "That's when I stop all engines, drop anchor and sit with that person and listen to what he or she has to say. I become a friend, a big brother – someone they can confide in."

And what does Chaps do with Sailors who have a hard time opening up?

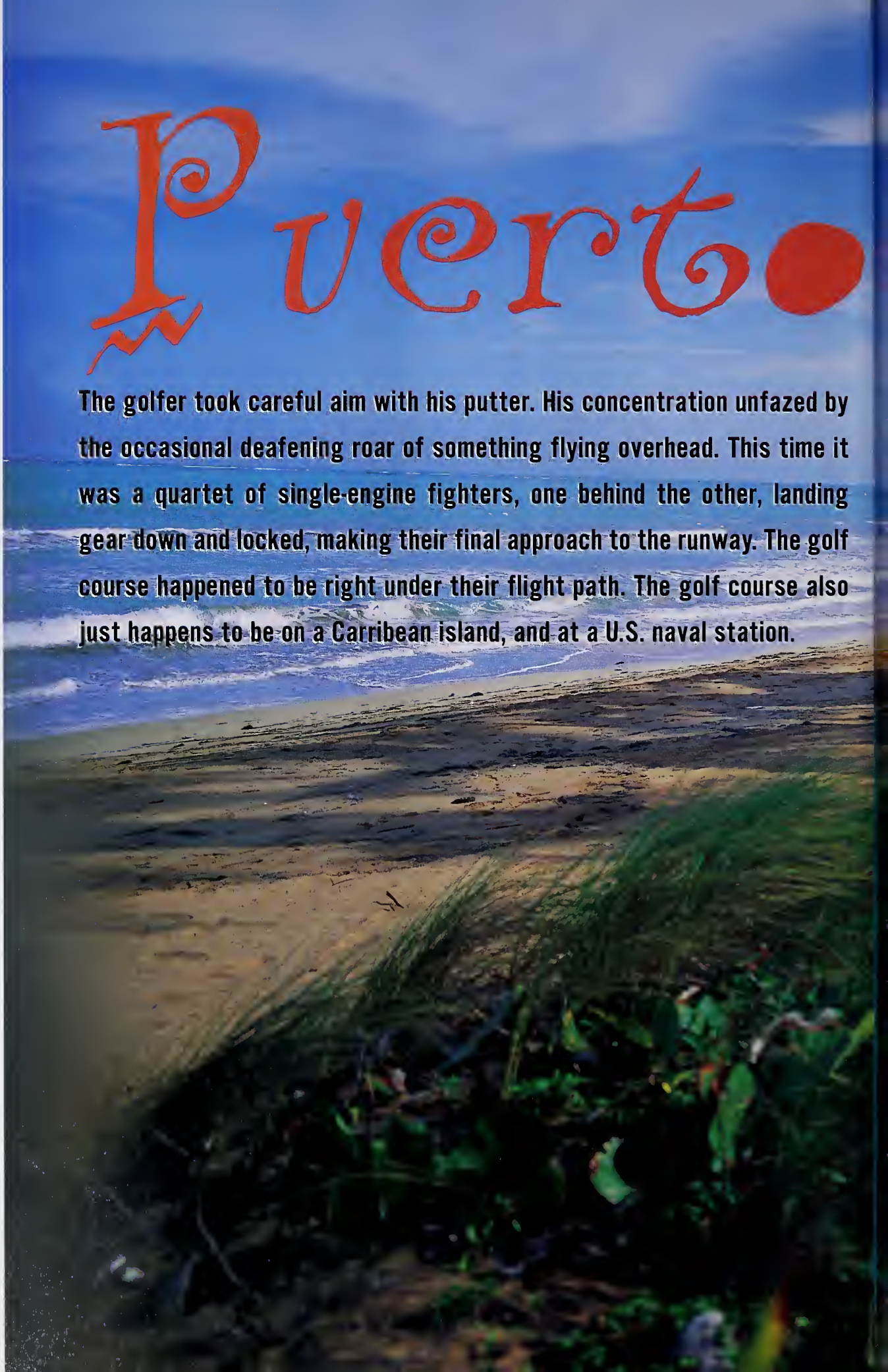
"I resort to Plan B," said Noel, the boyish grin resurfacing on his face. "Checkers."

So, there is a reason for the checkerboard you see upon stepping into Noel's office.

"Playing checkers serves a dual purpose," explained the light-hearted chaplain. "One, it helps people loosen up a bit and two, it allows me to crush yet another opponent and chalk up another win for God's team!"

Whatever his motive, the formula Chaps uses to reach the hearts and souls of Muslim and non-Muslim shipmates alike is working.

Thompson is a photojournalist assigned to All Hands.



Puerto

The golfer took careful aim with his putter. His concentration unfazed by the occasional deafening roar of something flying overhead. This time it was a quartet of single-engine fighters, one behind the other, landing gear down and locked, making their final approach to the runway. The golf course happened to be right under their flight path. The golf course also just happens to be on a Carribean island, and at a U.S. naval station.



Rico

The golfer, and the U.S. Navy, were not the first to discover this little piece of paradise.

Most people think Columbus was the first to set foot on the island, but Puerto Rico had actually been occupied for three millennia before him, starting with the Archales people. About 2,000 years ago, Arawak people, from the Amazon regions of South America, slowly spread up the Caribbean archipelago and established themselves there. The final wave of the Arawak, the Tafnos, began around A.D. 1000, and these are the people Columbus found when he made his second voyage to the Americas in 1493.

In 1508, Juan Ponce de Leon and his Spanish conquistadors started the first island settlement of Caparra, but resettled 13 years later on a small peninsula on the northern side of the island that would later be called San Juan. The city still stands today. Toward the turn of the 19th century, both Puerto Rico and Spain's other remaining possession in the New World, Cuba, clamored for independence. Because of escalating tensions between Cuba and Spain, the U.S. dispatched the battleship USS *Maine* (BB 2) to protect American lives and property on the island. The *Maine* exploded Feb. 15, 1898, while at anchor in Havana Harbor, killing more than 250 of the crew and starting the Spanish-American War. Under the provision of the Treaty of Paris, the United States annexed Puerto Rico.

The island ratified its constitution in 1952, becoming the Commonwealth of Puerto Rico.

First conceived in 1919, a full naval operations base was commissioned here in 1943. Known today as Naval Station Roosevelt Roads, or "Roosey Roads," it's on the eastern tip of Puerto Rico, with 8,000 acres of land on the main island and 25,000 acres on the neighboring island of Vieques (vee-YAY-cus), eight miles to the southeast. That much area gives Roosevelt Roads the distinction of being the largest naval station in the world in terms of landmass.

The base on the main island sports an 11,000-foot runway, long enough to handle large cargo aircraft like the Air Force's C-17 *Globemaster*.

Story by JO2 Joseph Gunder III Photos by JO1 Robert Benson





There are no U.S. Navy ships homeported in Roosevelt Roads, but there's always something stopping by for a visit. Two aircraft squadrons deploy to the station (an E-2C *Hawkeye* and a P-3 squadron) and another is based there full-time. That makes for a lot of Sailors passing through.

"The main mission here is to provide support to Atlantic Fleet ships and give them an operational training environment," said Bob Nelson, spokesperson for the naval station. "We also have an underwater submarine range between Puerto Rico and St. Croix, Virgin Islands. We have a weapons depot here, and we also provide fuel for ships and aircraft."

A portion of the nearby island of Vieques is used as a Seabee encampment. "They maintain the roads and habitats there," Nelson continued. "They deploy there on a six-month basis." Some of the beaches are used as sites for practicing amphibious landings, while other parts are used as target areas.

Although Sailors at Roosevelt Roads work hard, their liberty is some of the best in the world.

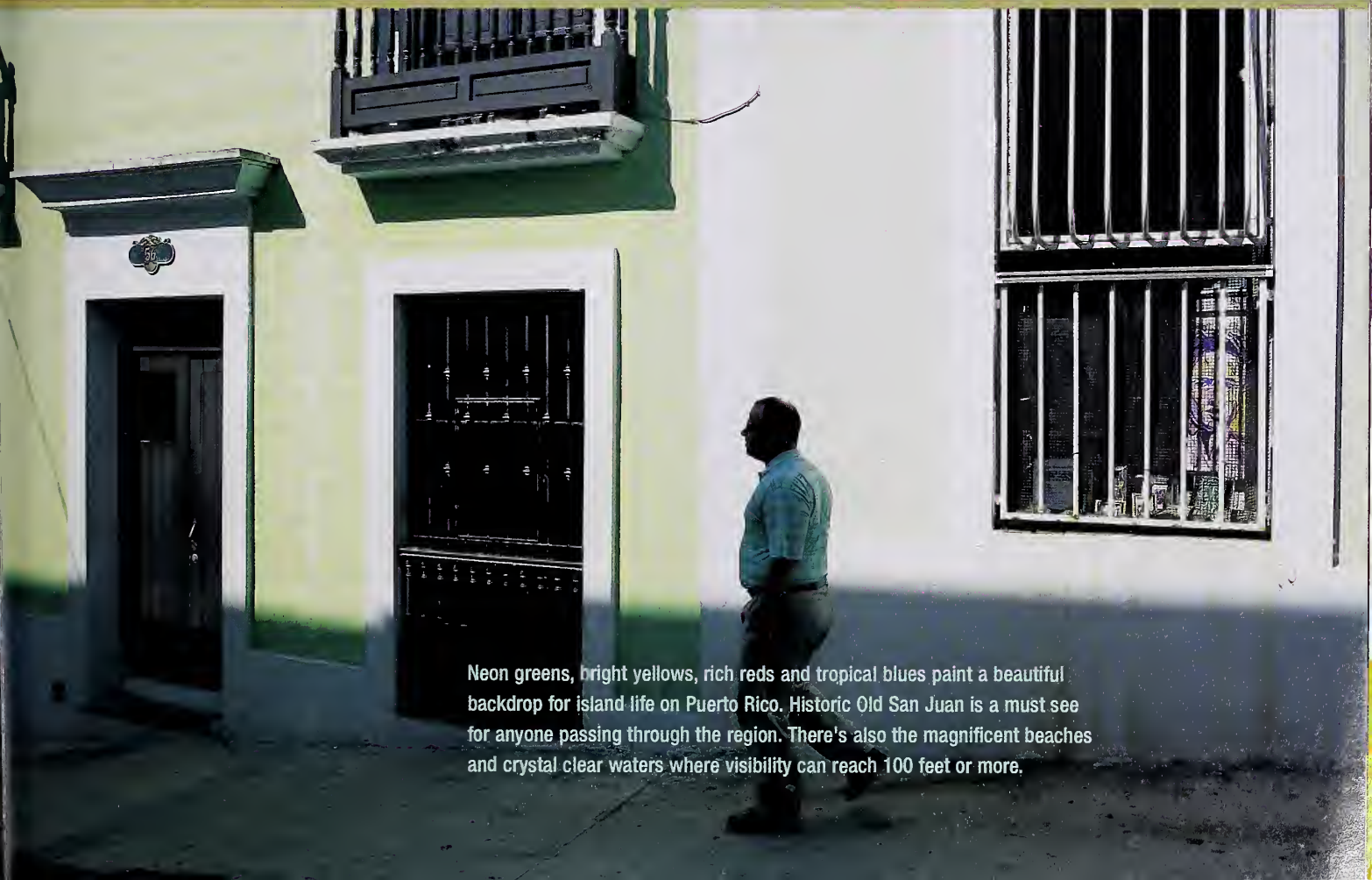
"We have recreational activities for Sailors on deployments," added Nelson. More than 20,000 people work on board or get support from Naval Station Roosevelt Roads. Of that, more than 2,400 are military members. Although some members live in the barracks, others choose to live off-base.

Yeoman 3rd Class Robert Claudio of the Naval Station's Administration Department lives in San Juan, the capital of Puerto Rico, and commutes almost an hour each way. "But it's worth it," he said. "I'm not far from Old San Juan.









Neon greens, bright yellows, rich reds and tropical blues paint a beautiful backdrop for island life on Puerto Rico. Historic Old San Juan is a must see for anyone passing through the region. There's also the magnificent beaches and crystal clear waters where visibility can reach 100 feet or more.



"The water and life around the place mystyfies me in an unnatural way ... I cry when I think of Puerto Rico's beauty ..."

Between all the outdoor concerts, restaurants and clubs out here, it's pretty exciting. Then there's all the festivals, the cruises, the tropical climate ... you can't get bored!"

"People pay top dollar to come to a place like this and yet I'm being paid to live here," said Aviation Electrician's Mate 1st Class (AW) Joseph Bernwynkler of Fleet Reconnaissance Squadron (VC) 8. He lives in an apartment in a valley about five miles from the base known as Terrazas Demajagua. "They've got it all here. With all the beaches, the rainforests, you could do it all in one day. And you could make it from the mountains to the beaches in 30 minutes. They've got a real rich culture. And the people here are real accommodating. Between all the festivals, there's always something going on."

"Their Christmas holiday extends from December 1 to January 10 or 11," explained Hospital Corpsman 1st Class Anita Madche, who served three years at the Roosevelt Roads Naval Hospital. Christmas time in Puerto Rico is a big celebration with friendly neighbors who want to share the joy of the holidays, regardless of who you are or where you're from.

In fact, there's so much to do through the station's Morale, Welfare and Recreation Department(MWR) you

won't have much down time. "We've got a full range of intramural sports ranging from darts to flag football," explained Chief Machinist's Mate Don Brown, leading chief for the Roosevelt Roads' MWR Department.

"We have bowling, two seasons of softball, basketball, swimming … you name it," said Brown. "In fact we have an annual swim race that goes from Vieques to the main island. Southwest of the island is 'phosphorescent bay.' It's filled with little green organisms that glow at night. You can get a glass-bottom boat tour there. And when you go snorkeling after dark, it's like you're swimming in green light. They glow when you stir the water up with your hand or head."

When asked how clear the water was elsewhere, Brown said, "it's so clear you could be diving in 75 feet of water and look up and see an airplane flying overhead."

But you don't have to be walking on the bottom of the bay to enjoy yourself. Warm breezes, a sprinkling of four centuries of Spanish rule with a hint of Caribbean culture are waiting for you. Don't pass up Puerto Rico. Soak it up, drink it down. You, too, can experience the good life.

Gunder is a photojournalist assigned to All Hands.

Wondrous Water

Looking to get your feet wet? Puerto Rico's pristine waters are the place to do it. Snorkeling and scuba diving are exceptional around the island, with water temperatures ranging from 77 to 84 degrees and underwater visibility averaging 60 to 75 feet, with 100 feet or better visibility in the open ocean.

"It's always fun to hear feedback from the Sailors who dive," said Jennifer Munoz, manager of Ocean Enterprises, the Navy Exchange's dive shop. "People have seen sea turtles, nurse sharks, manta rays, moray eels and lots of tropical fish. A real treat for the lobster lover is to find a Caribbean and Spotted Spiny Lobster. They're yummy!"

Munoz recommends these two hot spots for the Sailor making a port visit to Roosevelt Roads Naval Base:

All Hands Beach – barge wreck. If you snorkel to the island off of All Hands Beach, position yourself on the left side of the island between the two palm trees. Swim straight approximately 75 yards. On the return trip, be sure to save enough air to transit underwater. Visibility in the waters near the wreck can reach 40 feet. Enjoy!

Brookings Beach – officer's beach. Enter on the ocean side of the small breakwater, then head out around the point. Reef fish are plentiful, and manta rays have been spotted out in the sand flats. Keep your eyes open for nurse sharks, too!

Here's a real deal: Surface Operations at the base offers free boat trips running from Roosevelt Roads to Mosquito Pier at Vieques Island. Diving at Vieques is phenomenal nearly everyday, with the most frequented dive being at Green Beach. Call the Manifest Office for detailed information on boat schedules.

For more information on these and other great dives, call Jennifer Munoz or her staff at 787-865-4485. Go ahead – dive in!

***Benson is a photojournalist assigned to* All Hands.**


The Good
Life



Story and photos by JO1 Robert Benson

It can be argued that no one really needs a $50,000 yacht, or beachfront property on a Caribbean island or a lifestyle that revolves around sunning, deep-sea fishing and scuba diving trips. But, Aviation Electronics Technician 2nd Class Ron Ward disagrees.



Although he has Global Positioning Gear, radios and other high-tech navigational equipment, Ward still relies on good ol' piloting as he cruises the waters around Puerto Rico.

"The boat is vital to my sanity," he says, in between sips of something tropical looking. Legs perched on the console of the yacht's bridge, he eases back in his massive chair. Butterflies hover, cool winds blow, reggae plays in the distance and the sun beats down, forming beads of sweat on his forehead. The only thing missing from this idyllic picture is a an attentive butler with white gloves and a hankie to blot his face.

Did Ward mention his airplane? There's that, too: a Cessna 152 he takes for a jaunt every now and then.

This 25 year-old Sailor isn't delusional, and he didn't win a lottery. But it could probably be said that he's living the good life, ever since he bought the 38-foot Chris Craft yacht.

Ward is the epitome of a Sailor. He lives aboard the vessel he calls *Alicia Marie*, and its location couldn't be better: the Roosevelt Roads Marina, in tropical Puerto Rico. He's surrounded by lush green hills, turquoise waters and cool breezes – a lifestyle he's been enjoying since he moved on board last year.

"I was living in the barracks, now I'm living on this," said Ward, gesturing at the floating behemoth. Twenty years ago, he probably would have rejoiced more heartily screaming, "It's mine, mine, mine! All mine!" while doing cartwheels across the main deck. His unbridled love of boating began back then – at childhood.

As a young Boy Scout he promptly earned the sailing, fishing and canoeing merit badges. Some of his earlier memories of seafaring were camping and canoeing trips in a birch and mahogany canoe built by his dad. "I grew up on the water and have been around boats all my life," he said. "It was one of my Dad's dreams to own a boat like this and live aboard. I guess I'm living out his dream."

A dream indeed. Ward now has earned the ultimate merit badge – *Alicia Marie*. Step onboard and you'll see Ward's pride for yourself. Photos – hundreds of them – plastered neatly to the walls – images that testify to his love of boating and family. On the bathroom door he has his plane pictures, which he shot at air shows across the nation. On another wall he has photos of his family, on another, pictures of his friends.

There's a special photo among the collage. You probably wouldn't notice it unless you were really looking close. But there it is. Shot on the fly. A picture of his dad sitting on the back of a boat, taken in Georgia on Lake Lanier. "It's probably the best photo I have of him," says Ward. "It's a special photo for me."

There's a picture of his sister, too, being studied this in-port morning by Ward's mother, Christina, who was visiting with her daughter for a week.

"He's wanted a boat since he got to Puerto Rico," said Christina, beaming. "He started hanging around the marinas looking for one and finally did. He talks about the boat a lot – all the time. He's really proud of it."

But it's more than pride. Onboard *Alicia Marie*, Ward has all the comforts of home: a kitchen, refrigerator, cellular phone, stereo system, TV, large bed, wall to wall carpet... . He takes it all with him on the weekends, when he "sets sail" for nearby islands like St. Thomas, St. Johns,



No noisy neighbors, a great view, complete freedom and the ability to disappear on the weekends make Ward's live-aboard life enjoyable.

St. Croix or Culebra. "A lot of times my buddies and I will get together and go out to Vieques Island for the weekend.

"We'll leave on a Saturday, spend the day out there, stay overnight, and return on Sunday. We fish, scuba dive and swim; It's really fun." Ward says they all chip in on gas, which is the biggest expense in keeping the 30 year-old vintage boat running. (She only gets about two miles per gallon).

Ward cites numerous benefits as a live-aboard. "You don't have to pay $550,000 for a house in the area with an ocean view. I have the ability to completely disappear on the weekends. I can go cruising when I want to. The neighbors around me are cool – a really tight community who look out for each other. I get rocked to sleep every night and I have complete freedom. Not only that, but living aboard a boat is a good conversation starter.

"When I tell people I live onboard a boat, they always do a double-take. Now I can't go anywhere without people asking how my boat is. Over at PSD they didn't know how to handle my BAQ pay when I first moved aboard. There was nothing in their paperwork about how to pay a person in my situation; there was no box to check." Ward receives all the money a single Sailor living in an apartment or home would receive. The money goes toward slip fees ($200 per month) boat payments and maintenance.



Ward's mother, Christina, and sister Nichole (on bridge) enjoy a cool headwind as they leave the island of Puerto Rico for a day cruise in the tropical waters.

There was another benefit Ward cited as a live-aboard: a great view. "I have the ability to wake up and change my view." For the ultimate scenes, he leaves it up to nature. "I sometimes sail over to Vieques Island before nightfall to get away from the city lights. The stars out there are amazing – millions of them."

Gazing upward, with the starry sky as his roof, Ward may realize he's looking at a million other twinkling reasons that make living aboard a yacht dreamlike.

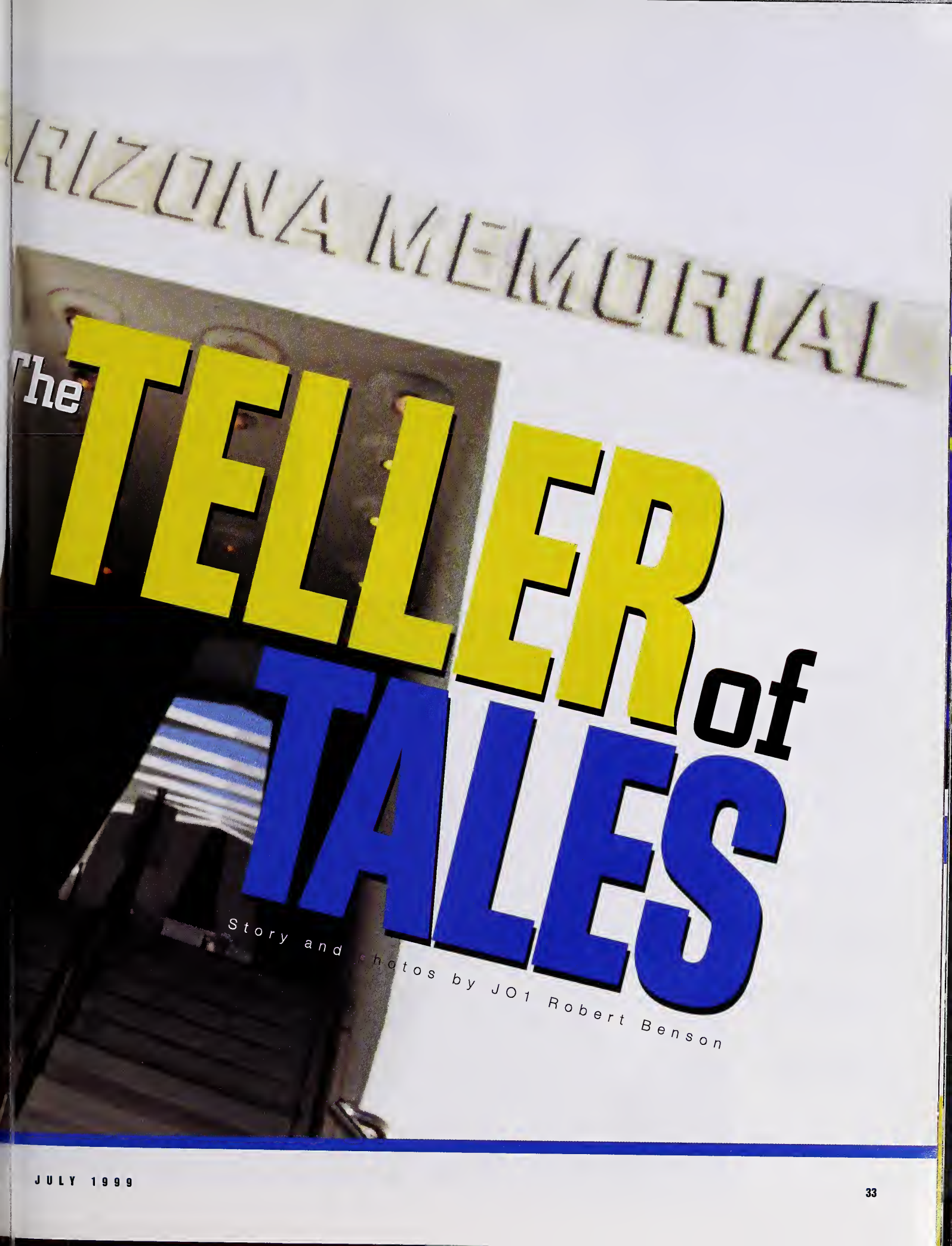
A dream he's living, called the good life.

Benson is a photojournalist assigned to All Hands



Ward's 38-foot yacht is one of many in the Roosevelt Roads Marina. For $200 per month he gets a private slip, membership at the yacht club, storage space and more.





The TELLER of TALES

Story and photos by JO1 Robert Benson

Boatswain's Mate 1st Class Sheldon Ezell has learned about loss. He sees it everyday in the eyes of those he brings to the *Arizona* Memorial. Some are veterans, most aren't. Most are simply Americans who are saddened, and maybe still a bit outraged, by the events of Dec. 7, 1941.

Ezell knows every horrible detail of that fateful morning. He has read the books. He has studied the facts. But it is what he has learned from the myriad of actual survivors he has met during his tour that gives shape to his tone and power to his words – words with which he tries to capture the tremendous grief and unconscionable horror of that Sunday morning, 58 years ago. When he speaks it is usually to small groups of no more than five. But his words always bring tears, as well as stunned silence, shock and disbelief.

He begins to talk, an eerie quiet falls throughout the group.

"As the torpedo planes made their initial runs on battleship row, USS *Oklahoma* [BB 37] received much of their attention. The ship was hit with nine torpedoes in the first 10 minutes of the attack and quickly capsized."

Ezell speaks solemnly as he pilots his 70-foot tour boat over what remains of USS *Arizona* (BB 39).

"At 8:06 a.m., USS *Arizona* took her death blow. A single 1,760 pound bomb hurtled through the air striking near Turret No. 2, penetrating deep into the battleship's interior. With a tremendous blast *Arizona* blew up, killing most onboard. The blast blew men off the decks of neighboring ships, threw tons of debris into the air and sent the 1,177 men on *Arizona* to their grave."

Ezell drives the boat to the doorstep of the USS *Arizona* Memorial and those on board take a moment to visit the shrine room, where the names of those killed aboard are inscribed in stone.



With uncanny precision, honed with years of practice, BM1 Sheldon Ezell pulls the 70-foot, 230 horsepower tour boat alongside the USS *Arizona* Memorial.

When they depart my boat you can see the appreciation in their faces as they stop to shake my hand and say thank you.



Ezell raises the flag above the USS *Arizona* Memorial on a bright Hawaiian morning.

Thousands of Americans know Ezell, though they may not know his name. "He's the guy who drove us out to the *Arizona* Memorial," some recall. "He's the one who told us the story," say others.

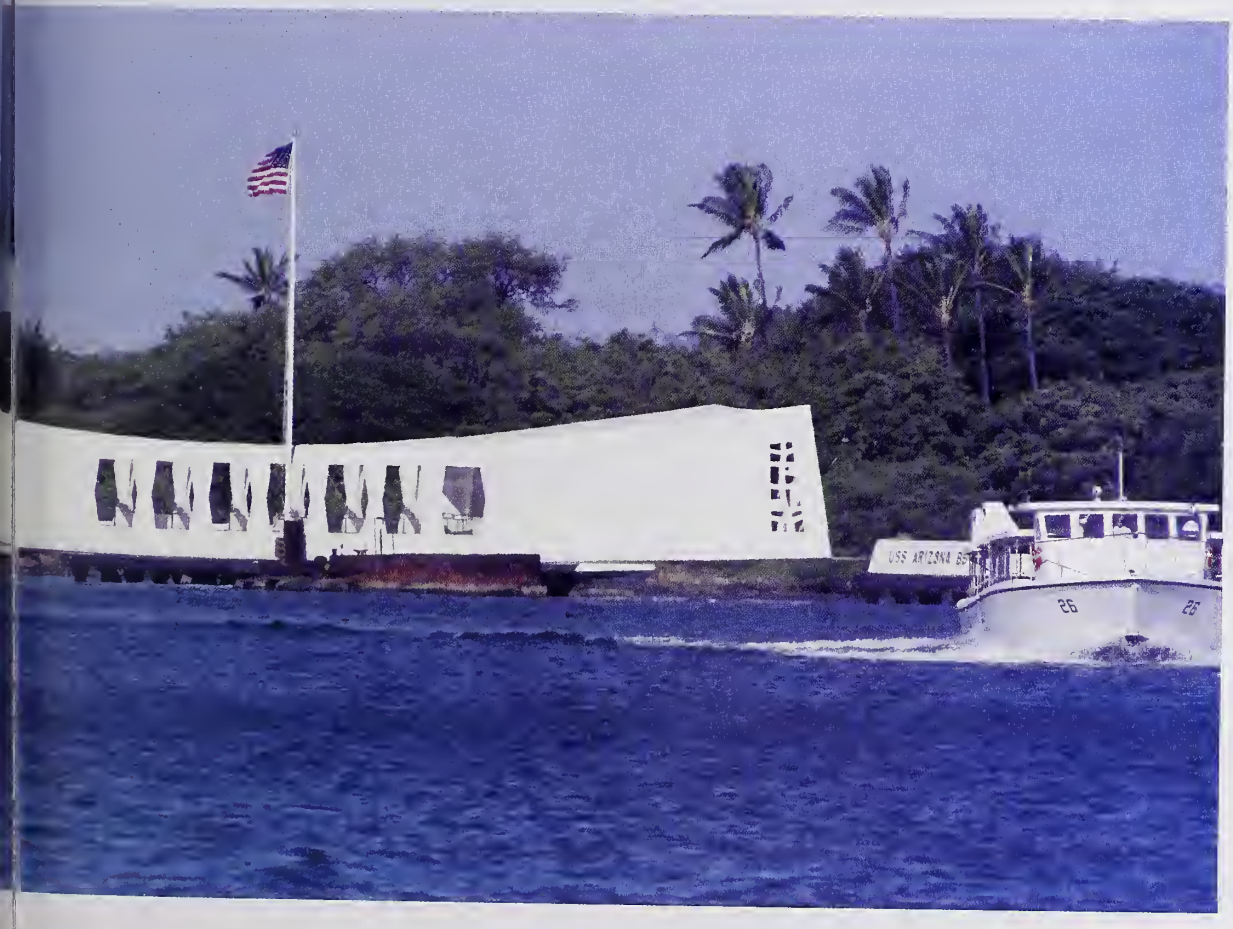
Ezell is the conduit for the nation's most visited National Park memorial. For Ezell, working in and around the historic waters makes for a job he calls enviable. "As the veterans tour the memorial, you can feel their grief," he said. "When they depart my boat you can see the appreciation in their faces as they stop to shake my hand and say thank you."

The Gulfport, Miss., native has been at the *Arizona* Memorial Detachment for nearly two years. And although his goal is to make chief and eventually receive a commission as a warrant officer, Ezell continues to do his part to ensure those brave Sailors of Pearl Harbor will never be forgotten.

Benson is a photojournalist for All Hands.



More than just another face in the crowd; this one you may recognize. Ezell, the LPO of the USS *Arizona* Memorial Detachment, stands ready to assist as visitors board a boat he will soon pilot to the memorial.



Every year 1.5 million visitors make their way to the USS *Arizona* Memorial, making it the most visited attraction in Hawaii.

The Size of



The officers and crew of U-152 pose for a group photo with their American prisoners as the sub enters Kiel, Germany, Nov. 15, 1918. Lieutenant (Junior Grade) Junius Fulcher is pictured seventh from the left (wearing a white Navy officer's cap); Lieutenant Frank Muller is to his right, wearing a civilian cap.



USS *Galveston* (C 17) was the escort vessel for *Ticonderoga*'s convoy in late September 1918. Without the ability to communicate with *Ticonderoga* and being responsible for ensuring the safety of the entire convoy, there was probably little the *Galveston* could do to prevent the tragedy.

The Fight

By LCDR John Kirby

On the morning of Sept. 30, 1918, in the waning days of World War I, a small Navy cargo ship clashed with a German U-boat in the middle of the North Atlantic. The slugfest lasted for two hours, with both ships firing at times from point blank range. It wasn't a grand sea battle by any stretch, but the Herculean efforts of the American crew to defend their ship remain one of our Navy's most enduring episodes of bravery under fire.



Photos courtesy of Naval Historical Center



Built in 1914 as the German ship *Camilla Rickmers*, USTS *Ticonderoga* was seized in 1917 and commissioned as a U.S. vessel, Jan. 5, 1918. This photograph shows her pierside in Boston in November 1917.

It probably began like a thousand watches before. Ensign Gustav Ringelman slowly climbed the ladder to the bridge, let his eyes adjust to the pre-dawn darkness outside and then reported to the OOD for his passdown.

Loaded with railroad ties and soldiers, Ringelman's ship, United States Tranport Ship (USTS) *Ticonderoga*, was sailing east in a convoy of 23 vessels bound for France. But Ticonderoga was a good 5.5 miles astern of the formation, barely making the base speed of 9.5 knots. Engine trouble, probably caused by bad coal, had plagued the little Transport Service ship since her departure from the United States, and now it was placing her in harm's way.

This was prime hunting ground for German U-boats. And Ringelman's watch was about to become anything but ordinary.

All was quiet until about 5:45 a.m., when Ringelman spotted what appeared to be a submarine on the surface a few degrees off the port bow. It was U-152, a German attack boat, and she was lying athwart the *Ticonderoga's* course – just waiting. Ringelman called the Commanding Officer, Lieutenant Commander James J. Madison, sounded general quarters and ordered the forward gun crew to open fire.

A protective cover had been placed over the gun, and while the crew worked frantically to remove it, Madison took the conn and attempted to ram the U-boat. "Immediately [Madison] put his helm hard to starboard," recalled Ringelman, "and came within 25 feet of ramming the submarine."

The U-boat skipper, Kapitanleutnant Franz, having seen the transport bearing down, sped up and threw his helm to port. Then he shifted his rudder again and crossed *Ticonderoga*'s bow, avoiding yet a second attempt by Madison to ram the boat.

All the while, the German gun crew poured fire into the little ship. "Before we could get a shot off," said Ringelman, "the submarine fired an incendiary shell, which struck our bridge, killing the helmsman, crippling the steering gear and setting the amidships section ablaze." A second salvo rocked the bridge again, throwing Madison to the deck below, and then a third wiped out the forward gun and its crew. In a matter of seconds, more than a dozen Sailors lay dead.

Madison himself suffered shrapnel wounds to the face and shoulders, and he'd broken his left knee in the fall. Though in great pain, he made his way back to his chair so he could continue to conn the ship. What he didn't yet know was that the radio had been totally demolished, making it impossible for *Ticonderoga* to call for help. Slowly and silently the convoy sailed on, blissfully unaware of her plight.

Relieved of his duties on the bridge, Ringelman dashed aft to take up his battle station on the 6-inch gun. When he got there he found only two others, a chief boatswain's mate and a gunner's mate, left to man it. They tried to shoot right away, but deck obstructions prevented the gun from being trained far enough forward to hit the U-boat, now off the starboard bow. Just as Madison turned sufficiently to bring the gun to bear, U-152 submerged.

Ten minutes later Franz surfaced and resumed the dreadful shelling. Ringelman returned the fire shot for shot, blasting away as fast as the gun could be loaded, but the enemy's marksmanship was just too good. Before long, the 6-inch gun was also snuffed out. "We manned that gun until a shell struck us underneath and put [it] out of commission, as well as ourselves, disabling us," said Ringelman.

At about 6:15 a.m., U-152 unexpectedly dove

again. Some Sailors began to cheer, thinking they had scored a hit. But others were more pragmatic. They knew that *Ticonderoga* now lay virtually defenseless. No steering gear, no guns – not even a radio to call for help. And there were literally dozens of wounded men to care for. If that U-boat came back, there would surely be hell to pay.

It came back. Weary of the gunfight, Franz positioned his U-boat a thousand yards off *Ticonderoga*'s starboard beam and let loose a single torpedo. It struck her just aft of the engine room bulkhead, lifting her hull clear out of the water. Ensign Clifford Sanghove, the third assistant engineer, had been below decks fighting fires. The blast pinned him between the bulkhead and some wreckage. For a moment, he thought he was dead. Crushed about the hips and chest and struggling for every breath, he somehow wrestled free and climbed out of the compartment. He was the last man to leave the engine room alive.

Up on deck, a ghastly sight awaited him. Dead and dying men lay all about, awash in seawater and blood. The shrapnel had been wickedly effective. "Most everybody on board our ship was either killed or wounded to such an extent that they were practically helpless from shrapnel," recalled Ringelman. Those still conscious groaned in agony, while those still able tried to comfort them. Of the 240 men aboard, less than 50 now remained alive.

The ship began to settle fast. Madison ordered her abandoned, but the lifeboats were of little use. Most of them had been shot full of holes. Others swung violently from their falls, smashing into the side of the ship with each roll. Sailors and soldiers alike scrambled furiously to lower and man the few remaining seaworthy boats. It was a futile effort. As Ringelman told it, "We had also several boats which were swamped immediately, due to the falls carrying away – the submarine had shot them away before – and holes in the boats, and there was not another boat that got away that I could see. Every boat that attempted to get away was either swamped or something happened to it."

One lifeboat remained in good repair. Running on pure adrenaline, Ringelman raced forward and found Madison lying unconscious and bleeding. He picked him up, carried him amidships and put him aboard. Manned mostly by soldiers – about 15 of them – the boat was lowered into the water and cast off. It was the only one to get away clean.

Lieutenant Frank Muller, the executive officer, was now in charge of *Ticonderoga* and concerned himself only with saving lives. He ordered Chief Quartermaster Tappley to tie a white blanket on the ship's aftermast, signaling surrender. Lieutenant (Junior Grade) Junius Fulcher, the first assistant engineer, likewise made his way to a porthole and waved a white pillowcase. But Franz would have none of it. Defiantly, he surfaced again and opened fire on the ship, killing another half dozen Americans in as many seconds.

With *Ticonderoga* sinking rapidly now, Tappley's survival instinct just took over. "Thinking about jumping in, he picked up a piece of plank near where the executive officer and five other men were standing, but for some reason I thought the better of it."

He glanced around, saw a raft on top of the boat deck, and dashed for it. "I made my way up to that, and there found 12 men, three of whom were very badly wounded, lying on top of this small [shed] alongside the raft. I asked them why they were there, and damn soon found out, for just then a shell struck about two feet under me, going directly through the [shed]."

Tappley, Sanghove and Ringelman quickly loaded the three wounded men onto the raft and pushed it into the water, some 20 feet below. The fall was too great, though, and the raft capsized. As the men scrambled to get back on, the remaining 12 survivors jumped in after. And not a moment too soon.

"A few minutes after getting on the raft," noted Tarpley, "the vessel went down, stern first, sinking completely in about 10 seconds. We then drifted off on the raft."

Ticonderoga was gone, but the battle was far from over. Franz was furious, believing that the Americans had kept shooting after the white flag went up. He ordered his gun crew to fire on the lifeboat, a despicable act even by the standards of the day. Failing to score a hit, he pulled U-152 alongside and badgered the survivors at gunpoint, demanding to know who and where the commanding officer and gunnery officer were. He also wanted information on what the ship was

carrying and where she was headed. But he got nothing.

The frightened survivors lied, as they hid Madison in the belly of the boat – covering him with their own bodies. The captain is dead, they said, and so was the gunnery officer. They said nothing of the ship's destination.

The Germans were not so easily convinced and took two Sailors aboard for interrogation. Then they lashed the lifeboat to the stern and took off with it in tow. Tappley watched in morbid fascination from the raft as the little lifeboat struggled to stay afloat in the wake of the speeding U-boat. Luckily, the line parted from the severe strain before the lifeboat could be swamped.

U-152 remained in the vicinity, her crew picking up floating crates of potatoes and other provisions. While scavenging, they came across Muller clinging to some wreckage and took him aboard as well. Having had no luck in prying information out of the lifeboat survivors, they then made for the raft.

"They asked for the captain, chief engineer, and gunner, all the time covering us with revolvers," recalled Tappley. "We told them the chief engineer was dead, but that the first assistant engineer [Fulcher] was on the raft, so they took him aboard the submarine, putting the two seamen back on board our raft."

One of those seamen was Chief Machinist's Mate Rudolph Alicke, a man of German descent. He begged to remain aboard the U-boat, but Franz flatly refused. "Get back on the raft," he demanded. "What do you mean fighting us, against your own country? Only God can save you now."

As a final insult, Franz ignored the desperate pleas for medical assistance, and promptly departed.

But these were men who, like their captain, simply refused to quit. First among their priorities was to lash together the raft and the lifeboat, for there were no provisions on the former and no Sailors on the latter to help navigate. By 2 p.m. the wind and waves had brought the raft close enough so that five men, Edward J. Willoughby, Tappley, Ringelman, Sanghove and a carpenter named Turner, could swim from it to the lifeboat. Once aboard, they tried to fasten a line to the raft, but a gale began to blow and made the task impossible.

The same fickle weather that had joined them was now tearing them apart. "We tried for four hours to get back to the raft to give her a line," remembered Tappley, "but the wind prevented us from doing so." With each passing hour the raft drifted farther and farther away, the cries of the



A recently-promoted Commander James J. Madison is shown wearing his Medal of Honor. His citation reads in part: "Lieutenant Commander Madison was severely wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and to maneuver the ship."



This chart shows the high level of activity of U-boats off the coast of the United States, in World War I. While losing only 187 of their number, German U-boats sent over 12 million tons of Allied merchant shipping to the bottom throughout the war. They also sank 10 battleships, 18 cruisers, 20 destroyers and nine submarines.

wounded becoming more and more faint. There was nothing anyone could do.

No one knows exactly how many men were left on that raft – probably between 10 and 12. Virtually all were injured, some gravely. Without food or water, they didn't stand much of a chance. They were never heard from again.

The lifeboat drifted under sail for four days before being picked up by the British freighter S.S. *Moorish Prince*, bound for New York. The men had survived on a scant ration of one apricot and two spoonfuls of juice per day. Only Madison, who was feverish and delirious at times, was given water.

Aboard U-152 Muller and Fulcher remained isolated. Neither knew of the other's presence for four days. Fulcher was kept in the forecastle with the warrant officers and Muller, whom Franz believed had been in command of *Ticonderoga*, was quartered with the officers. After a brief period of fruitless interrogation, they were allowed to roam free aboard the sub and were generally treated well. They were finally set free at the German naval base in Kiel after the armistice was signed Nov. 11, 1918.

Madison and the 21 remaining survivors arrived in New York City a few days after their rescue. For his bravery and determination in the face of incredible odds, Madison earned the Medal of Honor.

There were many heroes that day. Some we know about; some we never will. The battle they fought on the lonely Atlantic more than 80 years ago wasn't large or grand or even historically significant. But in terms of courage and selflessness – in terms of loyalty – it was truly epic. And they proved the old adage: it really isn't the size of the dog in the fight, it's the size of the fight in the dog.

Author's Note: USS Galveston*'s(C 17) official history notes that she attempted to come to* Ticonderoga*'s rescue, and in so doing, forced the U-boat under. She wouldn't have been able to linger, because doing so would have left the rest of the convoy unprotected.*

LCDR Kirby is the Still Media Department Head at the Naval Media Center, Washington, DC.

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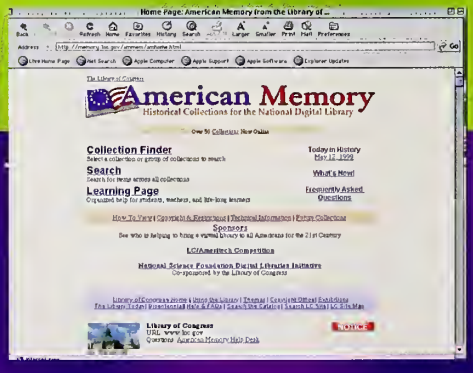
CyberSailor

INDEPENDENCE DAY

As Americans, as well as Sailors, we can all look back with some pride on all that our nation has accomplished since we declared independence from England 223 years ago. Of course, since this is the CyberSailor speaking at ya, I'm going to find some way to tie our independence and this month's Fourth of July celebrations to the Web. Just check this out…

I don't need to tell you that 223 years is a long time… long enough for a lot of us to forget what the nation had to go through to become who and what we are today. I found an extraordinary site on the Net that let's us look back to the way we were: The Library of Congress has a number of online exhibits that provide an amazing look back. One, called "American Memory: Historical Collections for the National Digital Library," (http://memory.loc.gov/amme m/daghtml/daghome.html). Featured are high-quality images of the earliest Daguerreotype portraits of Americans, many by portrait artist Matthew Brady, whose work has become a large part of our collective national memory. Also featured are links to holographic reproductions of the Declaration of Independence, Civil War photos, early baseball cards, and just about anything else you can think of that defines who we are, and where we came from.

Another interesting site takes the name "ushistory.org," and can be found at www.libertynet.org/iha/index.html. The site says it's … "created and hosted by the Independence Hall Association in Philadelphia … to bring American history to life for visitors worldwide on the Internet." The site is centered mainly around Philadelphia and Pennsylvania landmarks and the historic events associated with them. Links offered include the Liberty Bell, and virtual tours of historic Philadelphia, and Valley Forge.



www.memory.loc.gov



www.kidsdomain.com

The appearance of commerical websites in **All Hands** *does not imply endorsement by the Departments of the Navy or Defense.*

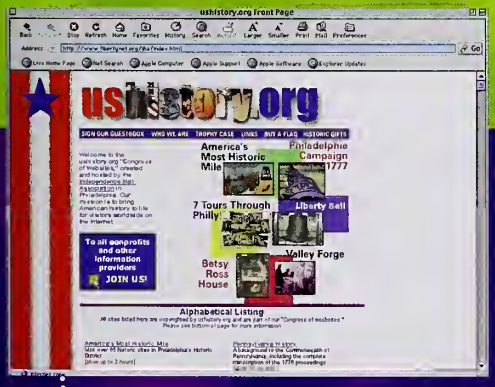
The history of the United States is tied directly to the discovery of the "New World." The page covers that as well, in a "Documents of Freedom" section. There, you'll find the text of Columbus' letter announcing his discovery of the Americas, as well as the Mayflower Compact, the U.S. Constitution, the Bill of Rights and the Gettysburg Address.

I love all the early U.S. stuff available on the Net. But America didn't stop making history in the 1800s. One of the best indicators of that is the fact that of all the museums in the Smithsonian complex on the Washington, D.C., Mall, the most popular is the National Air and Space Museum. The museum's homepage on the Web is also a popular destination. You'll find it at [illegible] The site includes images of displays at the museum, including such singularly American items as a lunar module, John Glenn's spacesuit and the infamous Apollo 13. This is a large site with lots of exhibits to "wander through."

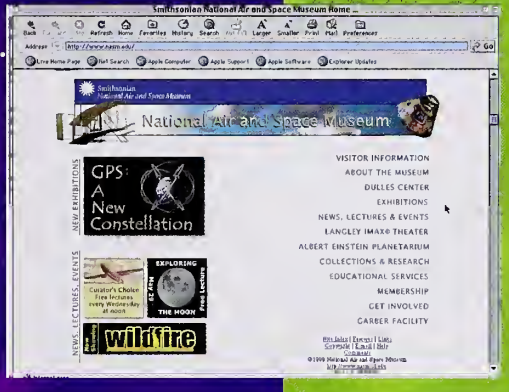
Another site I came across should be a hit with the kids. "Kidsdomain.com" has a great set of pages dedicated to the Fourth and all the hoopla surrounding the celebrations [illegible]. At the top of the page is a link called "Why Do We Celebrate?" Other links take you to games based on the holiday, as well as Fourth of July related clip art, activities, recipes, and software for both the Mac and PC. One nice thing about the pages: Even though it's a "dot com" site, I never came across an ad trying to sell me, or my kids, anything.

I'm just scratching the surface of Fourth of July-related sites here. When I think of the Fourth of July, looking to the Net for info is not my first inclination. But think about it: The Internet and its creation is just another chapter in the growing book of U.S. history and American achievement, and another reminder of why we celebrate every July. Happy Fourth of July, and happy surfing!

Cyber Sailor



www.ushistory.org



www.nasm.edu

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



INSPECTOR GADGET

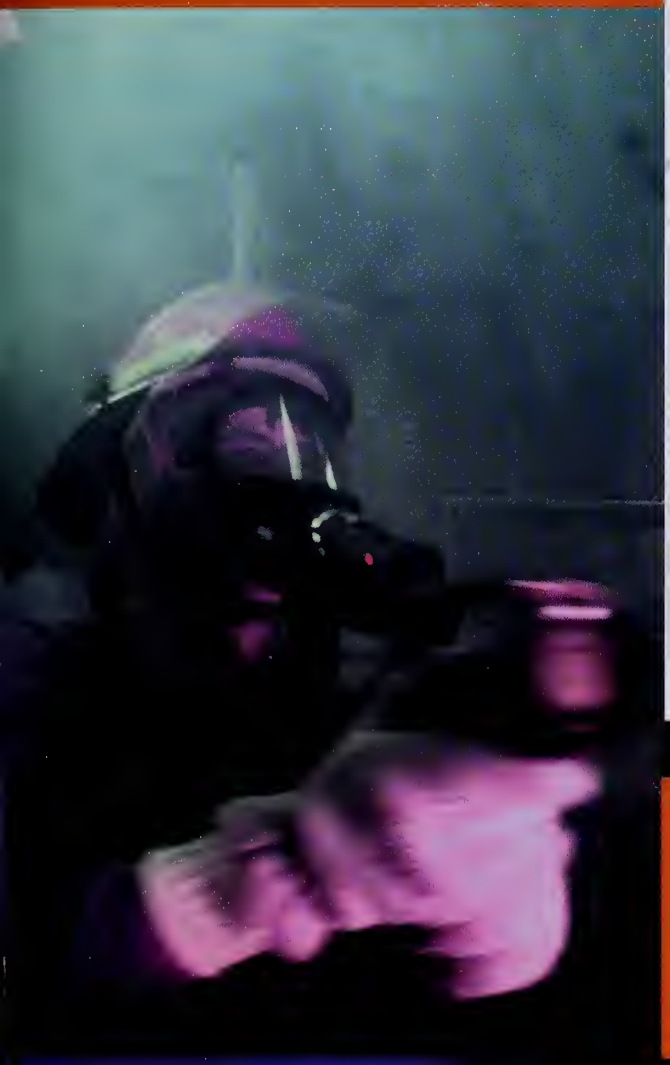
Combat Direction Center Track Supervisor OS3 Michael Winstead from Walshville, Ill., monitors air activity around USS *Kitty Hawk* (CV 63) during operations near Guam.

Photo by PH3 Chris D. Howell

HANGING BY A THREAD

Leading Seaman "Rocket" Stevens of Australian Clearance Diving Team 1 (left) and GM2 Trevor Fortner of Explosive Ordnance Disposal Mobile Unit 5 do an inverted rappel off the rappelling tower at the EOD compound in Santa Rita, Guam. Both were participating in *Tri-Crab '99*, the annual trilateral training exercise with Australia, the Republic of Singapore and U.S. EOD technicians.

Photo By PHAA Crystal M. Brooks





FIRE PARTY

Crew members onboard USS *Ross* (DDG 71) simulate fighting fire during a recent drill. *Ross* is in the Adriatic Sea in support of Operation *Allied Force*.

Photo by PH3 Renso Amariz

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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Mail your submissions to:
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WASHINGTON, D.C. 20373-5819

Eye on the Fleet



BLACK OUT

Electronic Counter Measures Officer LTJG Rob Oberlander is pictured in an EA-6B *Prowler* as it flies in formation with other planes from Tactical Electronic Warfare Squadron (VAQ) 139.

Photo by LTJG Rob Oberlander



ANTHRAX INSURANCE

HM3 Paul Miller inoculates one of nearly 5,000 Sailors on board USS *Kitty Hawk* (CV 63) with the Anthrax vaccine. All of *Kitty Hawk*'s crew must be inoculated before heading into the Arabian Gulf in support of Operation *Southern Watch*.

Photo by PH1 Spike Call



GOING, GOING, GONE

oint-detonating 5-inch, 54-caliber rounds fired by S *David R. Ray* (DD 971) explode at the waterline of the freighter *New Carissa*. The punctures were eeded to facilitate flooding and ventilate trapped air to expedite the sinking of the ship.

Photo by JOC Lance Johnson



ON THE ROCKS

USS *Hawkbill* (SSN 666) surfaces through the ice during *Submarine Arctic Science Expedition 1999 (SCICEX '99)*, the fourth of five joint U.S. Navy and civilian science community expeditions.

Photo by JO1 Rodney Furry

The Final Word

Damn the Torpedoes

By JO1 Robert A. Benson

He's fired at mock enemy ships a hundred times in practice, but FTC(SS) Gregory T. Fisher never thought he would be called upon to sink a real ship with a deadly torpedo.

He did that for the first time this year, and he didn't miss. With one turn of a torpedo launch switch deep in the bowels of USS *Bremerton* (SSN 698), Fisher ended the life of a menace that plagued the Coast Guard, EOD technicians, a Navy destroyer, fish and wildlife, an oil company, state officials, an entire community and even the nation.

Fisher sank the mighty ship *New Carissa*. All hail, the new warrior king.

The *Mark* (MK) 48 torpedo he launched, silently rocketed from the submerged *Bremerton* toward the target, sensed when it was directly under the ship and instantly exploded, sending the hulk to a watery grave. In the torpedo room, high fives spread all the way around. "We were all very excited," said Fisher. "The whole crew was rallying around the event. You can go through a whole career and never fire a war shot at a ship. I've been in for 13 years, and this was my first."

You may remember the story of *New Carissa*, the ship that wouldn't go away. Last February, stormy seas ran the oil-laden freighter aground on the Oregon coast, where it started leaking some of the 400,000 gallons of oil it carried.

Officials feared a spill of *Exxon Valdez*-like proportions if the ship broke apart in the surf, so Navy EOD technicians were called in to use plastic explosives and napalm to set the ship ablaze. But the fire succeeded in burning away only about half the oil on board, and the ship split in two. Next, authorities went forward with a plan to tow the massive bow section of the 640-foot vessel 200 miles out to sea and sink it in thousands of feet of water.

A powerful tugboat using a 3-inch thick, 1,000-yard towrope heaved on the stuck bow section. It creaked and moaned; it budged and crept.

Soon *New Carissa* broke free and began trailing the tug toward open ocean.

Officials lit celebratory cigars. Reporters snapped photos. Strangers hugged. Champagne flowed. Everyone waved good-bye to their problem.

Then a mighty 30-foot wave snapped the towline, and the bow section again beached further up the coast.

Another effort was made to tow the bow section to open water. This time, a team of four tugs oversaw the operation, and soon it was 300 miles off the Oregon coast, the intended spot for it's final execution.

The ship went out with a boom, quite literally. News media helicopters circled overhead, the mighty destroyer USS *David R. Ray* (DD 971) loomed nearby, and Fisher, in *Bremerton*, remained unseen, unheard and under the water.

Navy EOD technicians again rigged the floating menace with explosives. With a mighty boom they exploded. But the floating section (with oil inside) remained unscathed. She didn't sink.

David R. Ray opened up a barrage of 70 rounds from her 5-inch guns. Still, *New Carissa* refused to go down. "[She] had nine lives and was not willing to cooperate with us," said CDR Cliff Perkins, the destroyer's commanding officer.

You can almost imagine his next order, perhaps scripted like World War II movie: With a nervous, shaky hand he wipes his sweaty brow, "All efforts have failed. Bring in *Bremerton*," he says.

Camera angle goes wide as the *Carissa* explodes in a huge fireball. *Bremerton* sails into the sunset. Credits roll.

Did you know?

When the vote was taken for the passing of the Declaration of Independence, nine of the 13 colonies voted in favor of the Declaration and two (Pennsylvania and South Carolina) voted no. Delaware was undecided and New York abstained.

The first newspaper to print the Declaration of Independence was the *Pennsylvania Evening Post*, July 6, 1776.

The "Liberty Bell" was originally called the "Province Bell."

In the early days of sailing, the cook was nicknamed "doctor" because at that time the cook was the only dispenser of medicine a ship carried.

Betsy Ross was the first American woman to make flags for the Continental Navy. Under order from Gen. Washington, she sewed the first ensign, flown from the frigate *Alfred*.

The oldest building in downtown Boston is the home of silversmith Paul Revere. Revere's house is one of the few remaining buildings from the American Colonial era. On the night of April 18, 1775, Revere left his small wooden home in Boston's North End on the journey that would make him a patriot and a legend.

Benjamin Franklin helped write the Declaration of Independence, the Treaty of Paris and the Constitution of the United States and was the only person to sign all three.

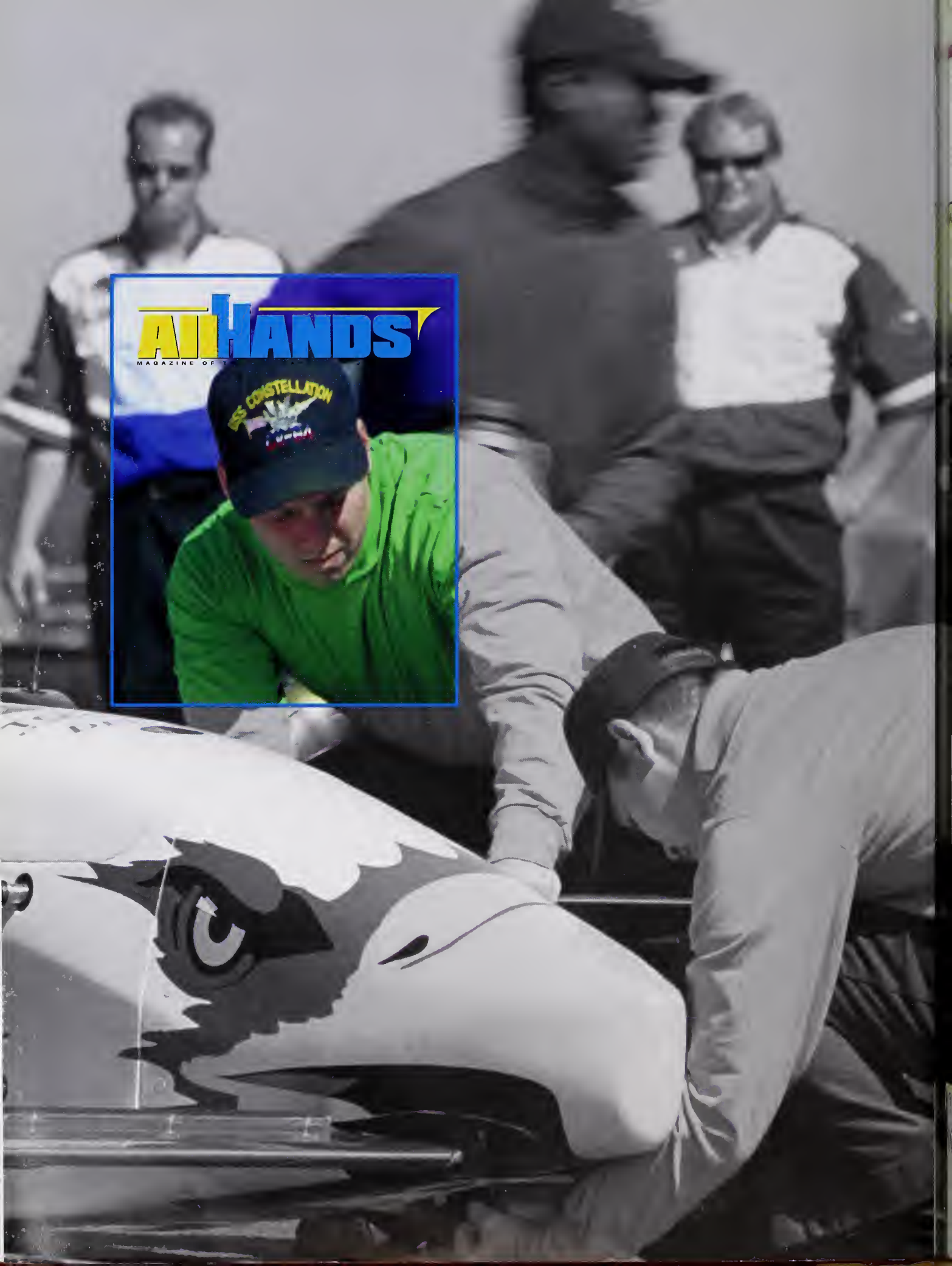


This morning I loaded 24 Sidewinders, 12 Mavericks, 30 Paveway laser-guided bombs and 16 HARM missiles onto a dozen F/A-18 Hornets and watched as they shot off the deck of USS Theodore Roosevelt for combat sorties over Yugoslavia.

Then I had breakfast...

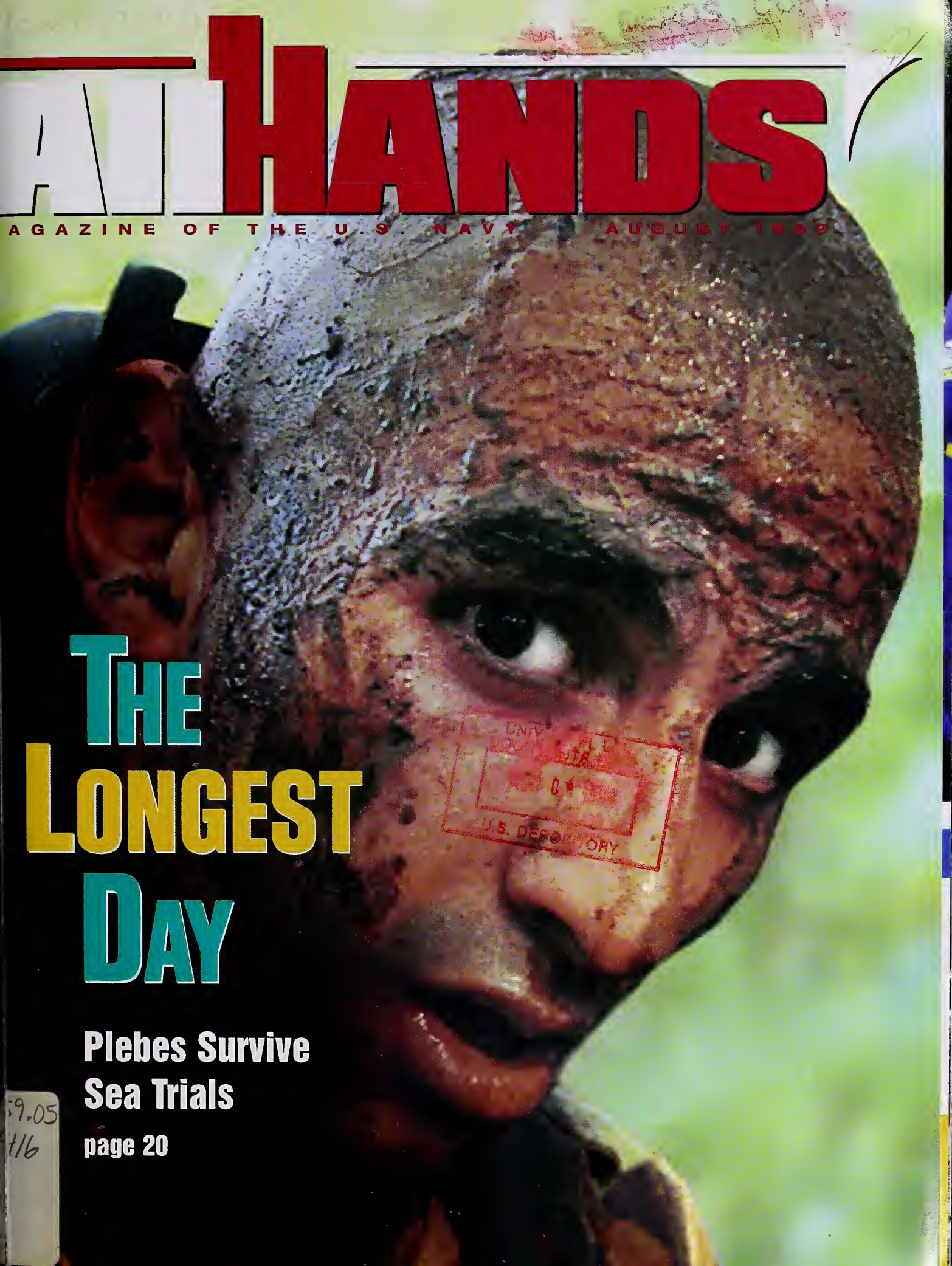
WHAT DID YOU DO TODAY?

Navy... Join the Adventure


All HANDS
MAGAZINE OF
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ALL HANDS

MAGAZINE OF THE U.S. NAVY AUGUST 1999



THE LONGEST DAY

Plebes Survive Sea Trials

page 20

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All Hands

August

Number 988

Features

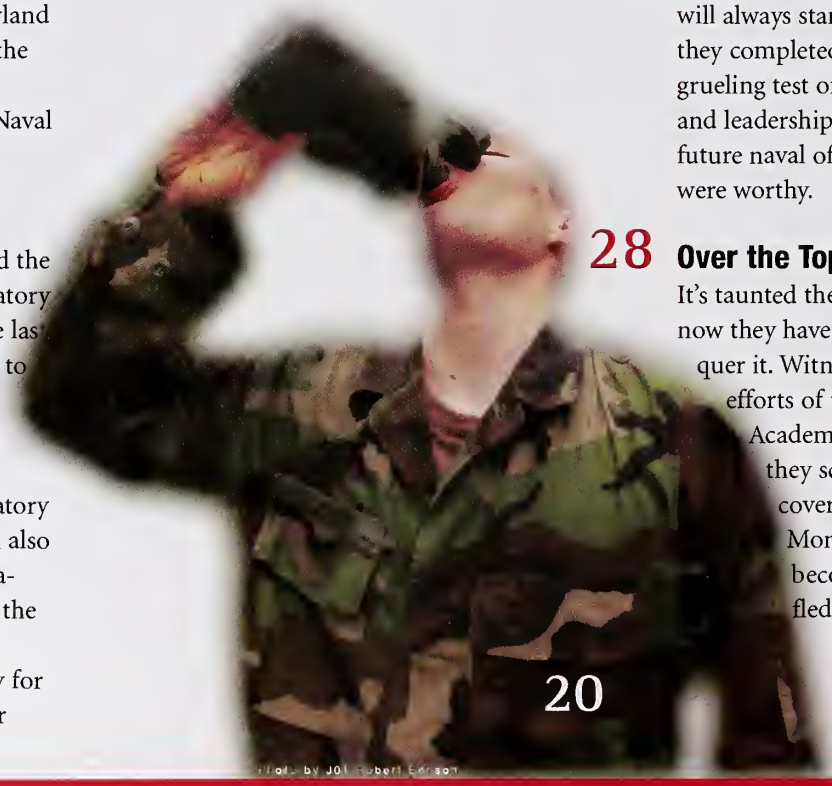
12 Destination: Annapolis
It's got history, tradition, friendly people and great seafood. And it's the state capital of Maryland to boot. Take a walk down the scenic streets of Annapolis, home to the United States Naval Academy.

14 The Icemen Cometh
USS *Hawkbill* (SSN 666) and the Navy's Arctic Science Laboratory team up for *SCICEX '99*, the last of five scientific expeditions to the North Pole.

18 Northern Enclosure
The Applied Physics Laboratory Ice Station (APLIS), known also as Camp Lyon, is a one-of-a-kind support camp built at the North Pole to aid scientists during *SCICEX '99*. Stop by for a visit, but don't forget your long-johns.

20 The Longest Day
For the Naval Academy Plebes of the Class of 2002, one day will always stand out – the day they completed Sea Trials. In a grueling test of their endurance and leadership ability, these future naval officers proved they were worthy.

28 Over the Top
It's taunted them all year, but now they have a chance to conquer it. Witness the dramatic efforts of the Naval Academy Class of 2002 as they scale a lard-covered Herndon Monument, finally becoming full-fledged midshipmen.



20

Photo by JO1 Robert Benson

All Hands

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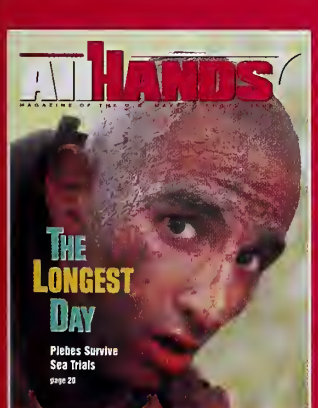
32 Run Silent, Run Deep
He's fought in the Battle of Midway, earned the Navy Cross and commanded USS *Triton* (SS[R]N 586) on her record-setting circumnavigation of the globe...submerged. Oh yeah, and he's also a best-selling author. All Hands sits down for an exclusive interview with CAPT Edward L. Beach.

36 Salt and Steel
What's it like to have your submarine almost rammed by an enemy freighter in the middle of the Pacific? Read an excerpt from the newest book by naval hero CAPT Edward L. Beach and find out.

38 Hoop Dreams
Two very lucky Sailors recently had the chance to work out with the WNBA Phoenix Mercury. Think you got what it takes? See how they fared against the pros.



Photo by JO1 Rodney J. Furry



On the Cover

Midshipman 4th Class Erin Rosa, a "plebe" at the U.S. Naval Academy, Annapolis, Md., tries to catch his breath during the rite of passage known as "Sea Trials."

Photo by JO1 Robert Benson



On the Back Cover

AMS3 Henry Musterman of Magnolia, Tex., listens for any fuel left in an aircraft drop tank onboard USS *Kitty Hawk* (CV-63).

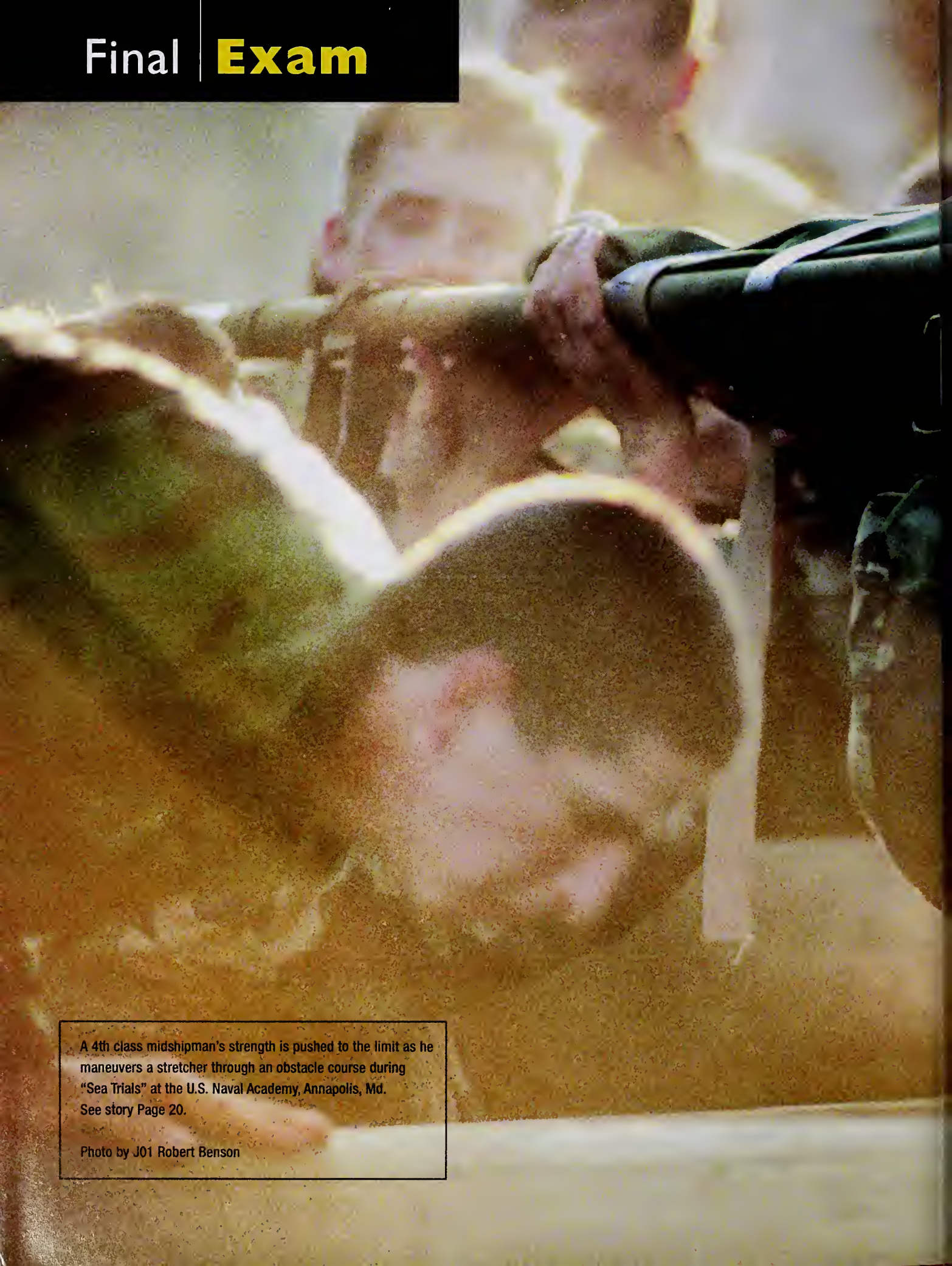
Photo by PH3(AW) Chris D. Howell

Departments

6	Around the Fleet
42	CyberSailor
44	Eye on the Fleet
48	The Final Word

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html

Final Exam



A 4th class midshipman's strength is pushed to the limit as he maneuvers a stretcher through an obstacle course during "Sea Trials" at the U.S. Naval Academy, Annapolis, Md.
See story Page 20.

Photo by J01 Robert Benson



On Top of the World





Crew members from USS *Hawkbill* (SSN 666) have a game of catch after breaking through the ice of the North Pole during *SCICEX '99.*
See story Page 14.

Photo by JO1 Rodney J. Furry

Around the Fleet



Photo by PH2 Jon Gesch

Sea Shadow glides across San Francisco Bay on the last day of Fleet Battle Experiment-Echo.

Sea Shadow Reactivated for Tests

The *Sea Shadow* advanced surface ship platform was recently reactivated for a new six-year test program designed to evaluate future Navy ships, including the DD 21 land-attack destroyer. The craft is returning to service following five years of deactivation.

Sea Shadow emerged from a mid-1980s collaboration between the Navy, the Defense Advanced Research Projects Agency and Lockheed Martin Missiles and Space Company. Tests focused on designing, building and testing an advanced technology surface ship that would utilize a Small Waterplane Area Twin-Hull (SWATH) design in conjunction with several advanced vessel-control and signature-reduction technologies.

Early testing centered on the performance and applicability of these technologies to future Navy vessels. Following an early 1990s test program, *Sea Shadow* was deactivated, stored inside a mining barge and was relocated to San Diego. According to Gerard Mayer, manager for *Sea Shadow* at Lockheed Martin, January's reactivation has been planned for the last year.

"We finally received the reactivation orders, and in two months and a week, we had completed reactivation repairs, trained the crew, had our first sea trial and then did the first transit of *Sea Shadow* from San Diego to San Francisco," Mayer said. *Sea Shadow* was incorporated into 3rd Fleet's recently-completed Fleet Battle Experiment-Echo, held in and around the San Francisco Bay region.

Story by Scott Gourley, a correspondent to Jane's Defense Weekly.

Idea Leads to Big Cash Award For Aviator



LT Chris Williams, of Tactical Electronic Warfare Squadron (VAQ) 131 at Naval Air Station Whidbey Island, Wash., has developed a strike planning software tool called STRIPP and received a MILCAP Beneficial Suggestion Award of $7,500.

He worked more than 18 months to develop the program, originally designed to help *Prowler* planners process jamming and High-speed Anti-Radiation (HARM) missile timelines.

As the program progressed, he was able to link it with other current tools to enhance strike planning and execution for the entire air wing team.

"It has really revamped and streamlined our planning process and it does what other procured programs have been unable to accomplish," said CAPT Danny Knutson, commander, Carrier Air Wing 2. "The fact that Chris developed this on his own is amazing."

Naval Strike Warfare Center has embraced Williams' software, and it's currently being evaluated for use in future Air Wing Fallon detachments.

"What Chris has done simply boggles the mind," said CDR Terry Kraft, commanding officer of VAQ-131. "He has developed an intuitive way to quickly and accurately plan timelines that used to take hours. We now use it to help de-conflict and coordinate entire strikes."

Story courtesy of Crosswind, *NAS Whidbey Island, Wash.*

Tell us something we don't know.

Send your comments to: *All Hands*, Naval Media Center, (ATTN: Editor), 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 or e-mail: allhands@mediacen.navy.mil

Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
154	16	29	59



Y2K and You



Red Cross Y2K Preparation Checklist

While most officials predict little or no impact on American society at large due to the Year 2000 "bug," there may be some areas where inconveniences are experienced. More than likely, these problems will be on par with those encountered during heavy storms. To that end, the American Red Cross has published a Y2K Preparation Checklist:

- Check with manufacturers of any essential computer-controlled electronic equipment in your home to see if that equipment may be affected. This includes fire and security alarm systems, programmable thermostats, appliances, consumer electronics, garage door openers, electronic locks, and any other electronic equipment in which an "embedded chip" may control its operation.
- Stock supplies to last several days to a week for yourself and those who live with you. This includes having nonperishable foods, stored water, and an ample supply of prescription and nonprescription medications that you regularly use.
- As you would in preparation for a storm of any kind, have some extra cash on hand in case electronic transactions involving ATM cards, credit cards, and the like cannot be processed. Plan to keep cash in a safe place, and withdraw money from your bank in small amounts.
- Similar to preparing for a winter storm, it is suggested that you keep your automobile gas tank above half full.
- In case the power fails, plan to use alternative cooking devices in accordance with manufacturer's instructions. Don't use open flames or charcoal grills indoors.
- Have extra blankets, coats, hats, and gloves to keep warm. Please do not plan to use gas-fueled appliances, like an oven, as an alternative heating source. The same goes for wood-burning or liquid-fueled heating devices that are not designed to be used in a residential structure. Camp stoves and heaters should only be used outdoors in a well-ventilated area. If you purchase an alternative heating device, make sure it is approved for use indoors and is listed with the Underwriters Laboratories (UL).
- Have plenty of flashlights and extra batteries on hand. Don't use candles for emergency lighting.
- Examine your smoke alarms now. If you have smoke alarms that are hard-wired into your home's electrical system (most newer ones are), check to see if they have battery back-ups. Every fall, replace all batteries in all smoke alarms as a general fire safety precaution.



- Be prepared to relocate to a shelter for warmth and protection during a prolonged power outage, or if for any other reason local officials request or require that you leave your home. Listen to a battery-operated radio or television for information about where shelters will be available.
- If you plan to use a portable generator, connect what you want to power directly to the generator; do not connect the generator to your home's electrical system. Also, be sure to keep a generator in a well-ventilated area - either outside or in a garage, keeping the door open. Don't put a generator in your basement or anywhere inside your home.
- Check with the emergency services providers in your community to see if there is more information available about how your community is preparing for any potential problems. Be an advocate and support efforts by your local police, fire, and emergency management officials to ensure that their systems will be able to operate at all times.

The American Red Cross helps people prevent, prepare for, and respond to emergencies. They're in your neighborhood every day, providing disaster preparedness information and teaching classes in first aid and other lifesaving skills, to help keep families like yours safer. For more information, please contact your local American Red Cross or visit their website at **www.redcross.org.**

(Courtesy of the American Red Cross)

Do you have a Y2K question you would like us to answer? Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

All Hands, Naval Media Center
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
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Or you can send us an e-mail at allhands@mediacen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

Mercy Treats First 'Real' Casualty Since *Desert Storm*

Throughout many exercises and drills, the crew of USNS *Mercy* (T-AH 19) has proven herself to be operationally ready. But there comes a time when the drills make way for the real thing.

Mercy's first 'real' casualty since Operation *Desert Storm* arrived on board amidst the numerous mock casualties feigning serious wounds in the casualty receiving area aboard *Mercy* during Exercise *Kernel Blitz '99*.

Gas Turbine System Technician 3rd Class Joseph Palamario of USS *Elliott* (DD 967) was hit in the leg with a bursting aerosal can. Though his injury was not life threatening, it required immediate action and medical response.

"What was potentially a devastating injury was well-handled first by the independent-duty corpsman and general medical officer aboard *Elliott*," said CAPT Dean Gubler, head of surgery aboard *Mercy*. When Palamario arrived aboard *Mercy*, he was immediately evaluated by the trauma plastic surgeons.

"The Medical Treatment Facility staff on board *Mercy* dealt with the situation," said Gubler. "[We successfully treated Palamario] and the exercise wasn't interrupted," he added.

After a thorough evaluation, Palamario's wound was dressed and he spent the few remaining days of the exercise in bed rest under the supervision of *Mercy*'s Intensive Care Unit staff.

Mercy participates in a drill the size of *Kernel Blitz* only once every two years, and goes to sea only once a year. The ship is equipped to handle 250 patients, although capable of deploying as a 1000-bed facility. Her staff, from Naval Medical Center San Diego, along with Military Sealift Command civilian mariners, trains aboard the ship once per quarter.

More information about USNS *Mercy* may be obtained at: www.mercy.navy.mil.

Story by JO3 Stacie Rose, USNS Mercy (T-AH 19).

On assignment



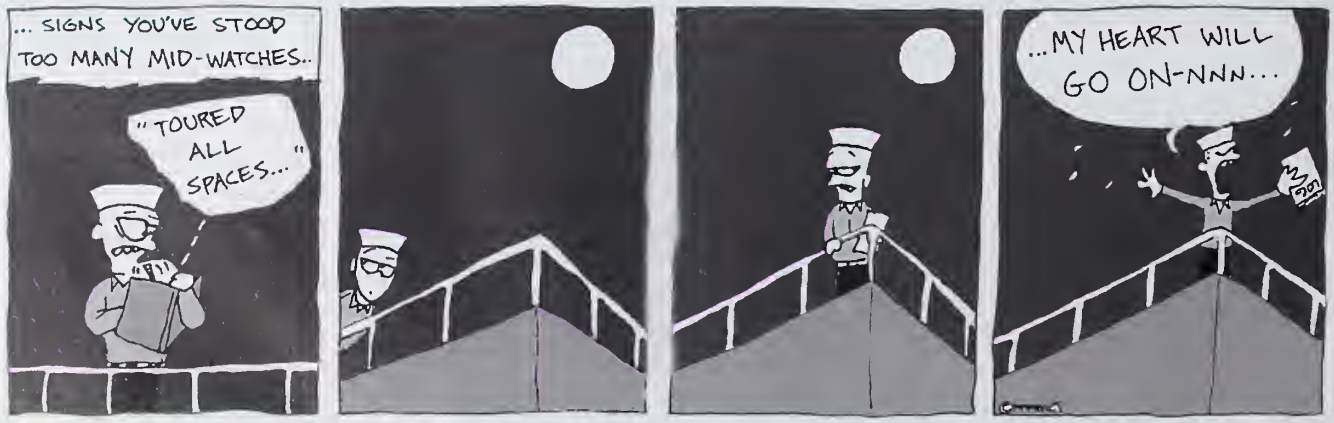
Photo by PH2 John Snedden

"It's a place that offers sanctuary in solitude, the kind of place that inspires enlightenment and inner peace," said JO1 Rodney Furry, who covered SCICEX '99 (See story Page 14). The assignment took him to the North Pole along with a group of scientists embarked aboard USS *Hawkbill* (SSN 666). The mission was to gain a better understanding of the Arctic Ocean's role in the global climate.

For Furry, it was a once-in-a-lifetime opportunity that will not soon be forgotten. "I stood looking out across the endless white field of frozen ocean and understood what has drawn explorers to this place. It's the kind of experience one would expect to be reserved for holy men and savants. Nonetheless, it's there, waiting to mesmerize anyone willing to make the journey."

Ricky's Tour

By JO3 Mike C. Jones



mikejones43 @ hotmail.com

Marines and Sailors Find Something Special During Liberty

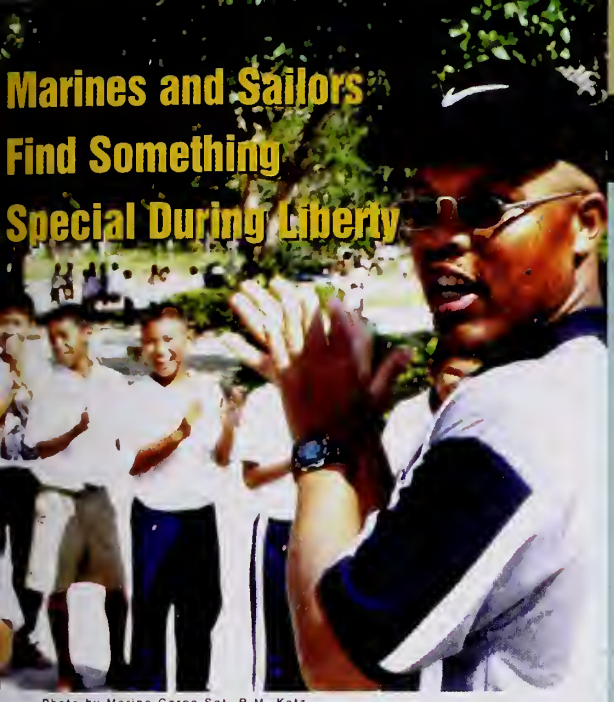


Photo by Marine Corps Sgt. R.M. Katz

RP2 Byron D. Elder with Battalion Landing Team 2/4, the ground combat element of the 31st Marine Expeditionary Unit (MEU), claps with children from the Prujumpa school as they play in the school yard.

Sailors and Marines from USS *Belleau Wood*'s (LHA 3) Amphibious Ready Group (ARG) recently completed a community relations project at an elementary school in Phuket, Thailand, during a five-day port visit.

"I've never done a community-relations project before," said HN Kris Guy of the 31st Marine Expeditionary Unit (MEU). "And I love little kids, even if I can't speak their language."

The trip from the piers to Phuket gave Guy and others the chance to get a view of Thailand that most visiting servicemen never get to see. As the buses moved inland, tourist-lined streets gave way to dirt roads lined with rubber trees and fish farms.

In the schoolyard, the Marines and Sailors led the children in exercises and dancing, including the good, old-fashioned "hokey pokey." Then it was time to get to work. The 60-year-old schoolhouse was in need of a fresh coat of paint. After a few hours of painting it was time for the Marines and Sailors to put down their brushes and buckets, but some were reluctant to stop working.

Pointing to a wooden railing, Guy wished he could do more. "This wood is all rotted. I would stay here five more days to replace it if I could."

While some had been painting, other Marines and Sailors had been cooking. Hot dogs, hamburgers, chips and Kool-Aid proved to be worldwide favorites as the smiling children joined their American friends for a picnic.

The children and their guests were not the only ones having a good time. "This was the first time the American Navy has come here," said Punnee Pomutpol, a teacher at the school. "My students tell me that they are very happy and we hope that the Americans can come again."

As the buses pulled away from the school, Marine Corps Cpl. Zachary A. Crawford, a computer specialist with the MEU, reflected on his experience. "I enjoy helping people who are less fortunate. During liberty I did some shopping and walked on the beaches, but this was the most worthwhile thing that I've done."

Story by 1st Lt. Lasica, 31st MEU Public Affairs.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

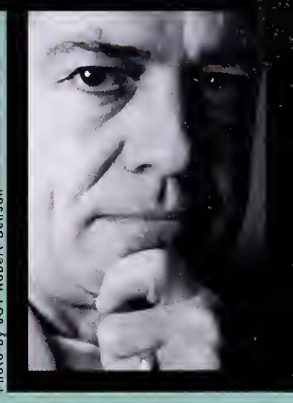


Photo by JO1 Robert Benson

Q: This year, it will be mandatory to have completed the appropriate leadership continuum course (LTC) to compete for advancement. What will happen to Sailors who have not had the opportunity to attend the course?

A: Previously, it was the Navy's goal to have all Sailors in pay grades E-5, E-6 and E-7 attend the appropriate LTC prior to Oct. 1, 1999, but sufficient training capacity isn't available. Also, many commands have procrastinated in sending Sailors to LTC, and 6,600 seats went unfilled in FY98. New guidelines will be issued by NAVADMIN to ease potential advancement hardships on Sailors.

Q: How does a master chief become a Command Master Chief?

A: Primary duty Command Master Chiefs (CMCs) are chosen through a selection board process twice a year. The selection boards are held in Millington, Tenn., each spring and fall. A NAVADMIN message is released semiannually announcing the specific dates of the board and deadlines for the submission of packages. Master chiefs and senior chiefs frocked to master chief from any rating are eligible and, once selected, are given the Navy Enlisted Classification Code 9580. Master chiefs may also serve as collateral duty CMCs, but do not earn the 9580 NEC. Collateral duty CMCs are usually found at commands with less than 250 enlisted Sailors assigned. More details on the Command Master Chief program are available in OPNAV Instruction 1306.2D.

Q: What's the difference between a CMC, a CNO-directed CMC and a Force or Fleet Master Chief?

A: The biggest distinction between these CMCs lies in the scope of the area for which they are responsible. Responsibility increases as a master chief moves up from serving as primary duty CMC, to a CNO-directed CMC, to a Force Master Chief and then Fleet Master Chief.

Primary duty CMCs are assigned to individual commands or units. CNO-directed CMC positions are designated at the Chief of Naval Operations' discretion. These are assigned to commanders who report directly to the CNO and/or whose command responsibilities include significant regional area coordination or other unique dimensions. There are nine Force Master Chiefs who represent the six type commanders and the Bureau of Medicine, Chief of Naval Education and Training and the Naval Reserve Force. Fleet Master Chiefs represent the Pacific Fleet, Atlantic Fleet and European Theater.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet

"Garudas" Help in Combat Rescue

The VAQ-134 "Garudas" have been working hard in Europe. The routine, if it can be called one, has been plan, fly and sleep.

Nevertheless, schedules and plans often must change dramatically in an unstable world when unexpected events pop up. In Europe, this requires the Navy Tactical Electronic Warfare Squadron (VAQ) 134 team to be ready to fly on a moment's notice.

VAQ-134 had been flying missions for just a few days during Operation *Allied Force* when they received word that someone had been shot down in enemy territory. This meant *Prowlers* were needed on station immediately to aid the combat search and rescue (CSAR) mission.

Garuda jets were turning, taxiing and taking off within minutes. They went out to the operations area, not sure what to expect, bringing the best in electronic combat to the task.

It was late and people were tired, but this is the kind of effort aircrew and maintainers are eager to make. For the eight Garuda aviators, the plan was simple–provide jamming where and when it was needed, and use a High-speed Anti-Radiation Missile (HARM) if anything got in the way.

They did both, firing the first *Prowler* HARM in Operation *Allied Force*, with another quickly following. They successfully suppressed the enemy air defenses from reaching out and touching the CSAR team, enabling them to rescue the downed F-117 pilot and bring him safely home.

Story courtesy of Crosswind.

NADEP JAX Lends A Helping Hand In The War On Drugs

The Naval Aviation Depot (NADEP) Jacksonville, Fla., has been selected to take a more active role in fighting the war on drugs. Depot artisans are currently modifying 32 P-3C *Orion* aircraft with special provisions and equipment to enhance the Navy's ability to seek out drug runner aircraft and boats. Under this effort, known as Counter Drug Upgrade, or CDU, the *Orions* in-theater have been specifically tailored for counter-drug operations. The modification involves the removal of an *Orion*'s surface search radar and replacing it with the intercept radar APG-66, currently used in the F-16 *Fighting Falcon.*

When teamed with the Navy's E-2 Early Warning Aircraft, *Orion* crews can be vectored to the bad guys and gain better contact on the suspect aircraft. Once locked in, the P-3 can hold contact for hours. During normal operations, drug runner aircraft increase escape opportunities by either landing at a forward airfield or dropping loads to go-fast boats staged in nearby waters.

To counter these escape routes, the P-3 CDU has its Optical Station System's cameras available. These cameras allow the crews to standoff miles from the contact without being detected, while observing and recording activities.

Due to its ability to track airborne targets, monitor surface operations at a safe distance and remain on station for an extended period of time, the P-3 CDU aircraft has made significant contributions to and remains the backbone of the counterdrug concept of operations in the Eastern Pacific, Caribbean and over South America.

Story by Charlene D. Pugh, NADEP Jacksonville, Fla.

SHIPMATES



Intelligence Specialist 1st Class **Serloyd Carter** from the Naval Strike and Air Warfare Center, Fallon, Nev., was recently named Reserve Deputy of the Year for the Churchill County, Nev., Sheriff's Department. Carter, a native of Houston, has been a volunteer sheriff since 1997 and has been serving on NAS Fallon's Auxiliary Security Force for the past year.



Aviation Structural Mechanic Airman **Nicholas R. Chapo** from Coventry, R.I., was selected as Naval Support Diego Garcia, 1998 Junior Sailor of the Year. Chapo is currently assigned as an aircraft welder and divisional training petty officer for the general maintenance division, Aviation Intermediate Maintenance Department, Diego Garcia.



CDR **Paul M. Kuzio** recently received the ADM Ben Moreell Medal, which is presented annually by the Society of American Military Engineers in recognition of outstanding contribution to military engineering. Kuzio is Officer–in–Charge of Construction for the $400 million redesign of Naval Medical Center Portsmouth, Va., with its centerpiece $167 million Charette Health Care Center.



Electronics Technician 2nd Class **Albert Leyendecker** of the Naval Pacific Meteorology and Oceanography Center/Joint Typhoon Warning Center (NPMOC/JTWC) Pearl Harbor, was selected as Shore Sailor of the Quarter, 1st Quarter CY99. Leyendecker was singularly responsible for installing, trouble-shooting and modifying a Satellite Processing System, critical to JTWC's mission.

USS *Carl Vinson* Crane Operators Contribute To Readiness

USS *Carl Vinson*'s (CVN 70) hangar bay would be really crowded – and the ship would not be as prepared to fight – without the Lorne Rough Terrain crane. "We use the crane at least three times a week," Aviation Storekeeper 2nd Class Jason Sloan said. Sloan is a crane driver for the supply department on board *Carl Vinson*.

"Without the crane, we wouldn't be able to bring things out of the hole, move propellers from the bulkhead and the hangar would be congested," he added. The "hole" that Sloan referred to is the jet engine hatch, five decks deep.

"Four of the decks below have store rooms we use for aircraft parts," he added.

AK1 Robert Brady says crane operations are a good experience out of their daily business. "I've been licensed to operate a crane since 1994. I didn't think that I would ever operate a crane when I joined the Navy. Lorne Cranes have only been on carriers for four or five years."

Crane training on board the aircraft carrier takes about six weeks, according to Brady. "It takes on-the-job training, hands-on operation, learning hand signals and how to be a safety observer," he said. "Our training is based on the same standardized training in civilian industry."

AK1 Douglas Bovie is in the process of getting his license and has used the crane six times. "It's kind of nerve-racking the first time," he said. "There are a lot of levers and I have to maneuver the cargo around using directions from the signalman."



Photo by PHAN Andrea Seymour

AK3 Stephen Mustin Jr., steadies cargo being lowered in Hangar Bay 3 aboard USS *Carl Vinson* (CVN 70)

The crane comes in handy when taking on cargo in port or while anchored, according to Brady. "When we anchored in Bahrain, the barges came to the ship by Elevator 4, and we used the crane to load the cargo onto the ship. Without a crane, we have to pull into port and move the cargo up the brow from the pier."

The crane is an all-terrain vehicle the Navy bought from the Army specifically for use on aircraft carriers. Crane operations are not only fun for the operator, but also very important to the operations conducted by the aircraft carrier. "Without the crane, the aircraft would not fly," said Sloan.

Story by JO3 Brian Hess, USS Carl Vinson *(CVN 70) Public Affairs.*

BY THE numbers...

10:
The number of teams currently competing in the Women's National Basketball Association (four teams will join the action at the start of the 2000 season).

7,899.83:
The number of miles through the Earth between the North Pole and South Pole (a measurement called the Polar Diameter).

41,000:
The number of miles the nuclear submarine USS *Triton* (SS[R]N 586) covered during her famous 84-day submerged voyage around the globe, a record that still stands today for speed and endurance. CAPT Edward L. Beach, best-selling author of *Run Silent, Run Deep*, was *Triton*'s commanding officer.

200:
The weight, in pounds, of lard it takes to form the traditional three-inch layer of grease around Herndon Monument, the gray, obelisk at the U.S. Naval Academy. Each year, 1,000 Naval Academy plebes work together to climb the slippery, 21-foot-tall grease shaft in an effort to remove a plebe's blue-rimmed "dixie cup" at the top and replace it with a midshipman's cover, signifying the end of plebe year.

TIME CAPSULE

This month we take a look back at the July 1978 issue of *All Hands*, in which we introduced our 21st Chief of Naval Operations, ADM Thomas B. Hayward.

In that issue, the newly-appointed CNO discussed the current state of the Navy as well its future role in national defense. Hayward's biggest challenge, it seems, was devising a way to meet the personnel needs of a growing Navy. Retention was key, he said, as well as training good leaders and keeping them.



Also in that issue, *All Hands* profiled Japan's "secret weapon" of World War II – a "midget submarine," approximately 80 feet long, armed with two torpedoes and operated by only two men. The Japanese used the submarine only once and not very well. In fact, the United States captured its first prisoner of the war because of this submarine's failure.

We also profiled Navy test pilots. These daring men learned to fly all sorts of aircraft, including gliders, as part of what was known as the Soaring Program.

And we ran a story on underwater photographers, who were, and continue to be, the Navy's window to the world under the waves.



Far Right: A bird's eye view of the U.S. Naval Academy.

Right: As you look up from the City Dock area, you can't miss the Maryland State House.

Destination An

By J01 Joseph Gunder III

Photos courtesy of the Annapolis and Anne Arundel County Conference and Visitors Bureau.

The Maryland Renaissance Festival comes to nearby Crownsville, Md., every year from August to early October. There's jousting, people in period costumes, renaissance arts and crafts and stage acts.



It was a sad day when General Washington resigned his commission as Commander-in-Chief of the Continental Army at the old State House here in 1783. But only a few miles from that spot, close to 1,000 midshipmen throw their caps in the air every spring in exultation as they receive their commissions in the U.S. Navy.

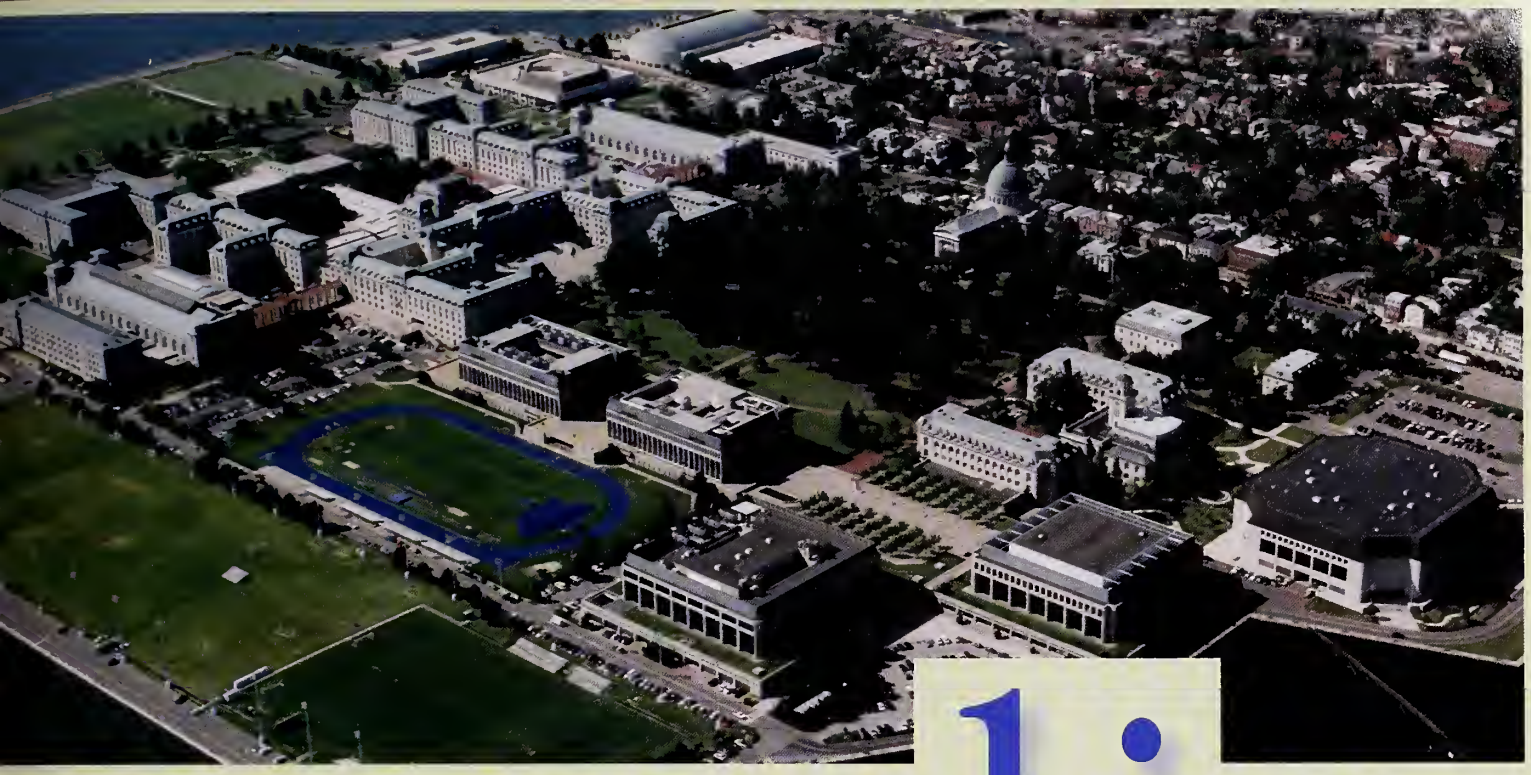
This is Annapolis, Md. Only about 27 miles from both Washington, D.C., and Baltimore, this city dates back to before the signing of the Declaration of Independence. It's famous for many things, but one standout is the U.S. Naval Academy, founded there in 1845.

More than just midshipmen, professors and plebes, there's a large enlisted contingent stationed in Annapolis. Some work at the nearby Naval Station while others work directly with midshipmen at the Academy.

Yeoman 1st Class Robert Frye works in the enlisted accessions office. His job is to help bring members with prior service into the Naval Academy. Whether he's conducting interviews, helping a potential midshipman fill out forms or pointing him toward the right way to get medically qualified, Frye is enjoying his tour. "I like it here," he said. "There are so many educational benefits about living here, with all the schools around. The waterfront here is just magnificent. You could ride a bicycle downtown and see all the shops and restaurants.

"I think working at the Academy is especially influential to all the junior people," Frye continued. "They see all the midshipmen, and it makes them think about their future … about maybe getting a commission one day."

Named for King James II's youngest daughter, Princess Anne, Annapolis was actually the capital of the United States from November 1783 to August 1784,



napolis

and remains the capital of Maryland.

Tired of being taxed above and beyond what was approved by the elected assembly in 1775, Marylanders met under a huge tulip poplar tree downtown and discussed independence from London. That tree, known as the "Liberty Tree," still stands some 224 years later. Other colonial cities had similar Liberty Trees where disgruntled citizens would meet, but the one on the campus of St. John's College here is the only one remaining.

Protected by the Appalachian Mountains to the west and the Atlantic Ocean to the east, Annapolis has mainly mild weather. Breezes from the Chesapeake Bay help keep the temperature moderate – about 35 degrees in winter, while summer stays around 85 degrees.

Boats are such a big deal here that Annapolis calls itself "the sailboat capital of the world." Anne Arundel County, where Annapolis is located, boasts the greatest number of boats in Maryland – more than 31,000. If you're into sailing, you could check out "City Dock" in the historic area. Word has it that it's a great place to get something to eat and watch the yacht parades every weekend.

When you visit the Naval Academy, you can see the crypt of John Paul Jones in the Academy Chapel, or gaze at the original foremast of USS *Maine*. There's also a terrific museum on the yard where you can see the fold-out table upon which the Allied powers accepted Japan's surrender in World War II, among a host of other great exhibits.

If you stop by during commissioning week in May, you might get to witness an incredible sight, the Herndon Monument climb. "Plebes," or first year students, work as a team to scale this 21-foot-high obelisk covered with lard for the occasion(see photos Page 28). When one gets to the top, he or she has to knock off the white hat of a plebe and replace it with a midshipman's hat. Only then are the freshmen able to be called midshipmen.

But you don't have to be a plebe to see Annapolis. You can make a trip back through time to the homes, inns and storefronts of the Revolutionary War, take a spin around the Maryland State House or just enjoy a short walk to dinner and spend a quiet evening by the bay.

It's all in Annapolis. Check it out, and expect to have a great time in a unique city that's so much more than a Navy town.

Gunder is a photojournalist assigned to All Hands.

Story and photos by JO1 Rodney J. Furry

The Icemen

USS *Hawkbill* (SSN 666) and the Navy's Arctic Submarine Laboratory take *SCICEX '99* to the North Pole in the last of a series of ocean studies.

The ghostly radio voice drifted eerily under the ice pack down through the depths where it finally echoed, cold and distant from a tiny speaker to the crowd in USS *Hawkbill's* (SSN 666) control room.

"*Hawkbill* ... This is Marvin Gardens ... you are clear to surface, over."

As the heat in the overcrowded compartment continued to rise, the Skipper gave the command, "Officer of the Deck, vertical surface the ship, achieve a three-zero foot per minute ascent rate."

The captain's voice cut through the humid air like a scythe, and a bead of sweat formed on the young lieutenant's brow.

The lieutenant replied, "Vertical surface the ship, achieve a three-zero foot per minute ascent rate. Aye, sir!"

As the helmsman made minor adjustments with the planes, the chief of the watch began to systematically pump out *Hawkbill's* huge ballast tanks to make her buoyant. For the first time in weeks, all other activity inside the boat came to a halt. Each set of eyes was curiously fixed skyward, as if they could see through the hull to the approaching ice pack.

His bead of sweat swelled and trickled when the lieutenant finally exhaled. Meanwhile, the diving officer slowly began ticking off the feet.

"Eight-zero feet ... seven-zero feet ... six-zero feet ..."

White knuckles gripped every available hold. *Hawkbill* ascended until a shout rang out, "Impact!"

Suddenly the top of the sail collided with the ice pack, sending a shudder throughout the boat. She lurched with a heavy steel groan that sounded like King Neptune himself had the boat in his powerful grip. More than three feet thick but no match for the 4,000-ton vessel, the ice succumbed to the force of the surfacing boat and split with a shattering protest.

As the tension of the moment subsided, a small group of support personnel on the ice pack above them was already swarming around the protruding sail


Cometh



Left: ET3(SS) Gerald Henderson takes the helm during tight maneuvers in the Bering Strait.

Right: *Hawkbill*'s Commanding Officer CDR Robert Perry looks over a map of the Arctic with navigator LCDR Rick Stoner (left) and ASL ice pilot Jeff Gossett while plotting the boat's track.

Below: University of Hawaii Engineer Mark Rognstat and Columbia University Engineer Dale Chayes look over data taken from the SCAMP ocean-mapping sonar as they prepare to begin testing the unit in the Arctic Ocean.



like bees around their queen. Below the ice she hung – stealthy, black and smooth – a true vessel of war.

But beneath her sleek façade, *Hawkbill's* interior revealed a torpedo room converted to an oceanographic laboratory for a peaceful mission. The mission, dubbed *SCICEX '99* (Science Ice Expedition), teamed the best of the scientific community with the military community's most advanced hardware to improve our understanding of the Arctic Ocean's role in the global climate.

For the past five years, the nation's top scientists and engineers have had Navy nuclear submarines at their disposal thanks to an agreement between the Navy Submarine Force, the Office of Naval Research, the National Science Foundation, The National Oceanographic & Atmospheric Administration and the U.S. Geological Survey. The general opinion is that the undersea boats are the luxurious way to navigate in this inhospitable part of the world.

"A nuclear submarine is the perfect platform for this kind of scientific study," said CDR Robert Perry, *Hawkbill*'s commanding officer. "We can maneuver and explore vast areas of the Arctic Ocean for extended periods. That's something you just can't do with a surface vessel like an icebreaker," he said.

But that's not to say it's an effortless cruise. Just getting to the Arctic Ocean requires an unmatched test of the crew's navigational skills. For more than a week, *Hawkbill* maneuvered through the shallow, ice-covered Bering Strait at a snail's pace, zigzagging around deep ice keels extending far below the surface ice pack. It's a trip that would be almost impossible without the help of a small group of "ice pilots" from the Arctic Submarine Laboratory (ASL) who know through experience just how unpredictable a trip like this can be.

"We didn't know what we would encounter up here," said Jeff Gossett, an ice pilot and former submarine officer who was making his 21st trip into the region. "You can't rely on previous experience to tell you what it's going to be like at any particular point along the way," he said.

At times the boat squeezed under the pack with only feet to spare between her keel and the ocean floor. While gallons of sweat may have been expended at the boat's conn, the helmsmen had a little added protection thanks to modern technology.

Sonar has long been a submarine's eyes and ears in the deep, but navigating under the ice poses a unique challenge. The answer is a group of specially-designed sonars tested during more than 40 years of Arctic submarine travel, pioneered by Dr. Waldo Lyon and the crews of USS *Nautilus* (SSN 571) and USS *Skate* (SSN 578).

The Pulsed Forward–Looking Upgrade (PFLU), or "Pee-flew", is the windshield of the system. It provides the conning officer and the ice pilots a graphic picture of obstacles directly in front of the vessel. With a watchstander staring at the tiny, multi-colored picture for hours on end, the boat makes what



seems like an endless number of course changes around the dangerous ice keels that extend down into the depths like giant stalactites in an underwater cave.

Maneuvering through the labyrinth of ice is usually done with only a few feet of breathing room between the top of the sail and the ice pack overhead, so a pair of sonars also provide a safe look at the confining ceiling above. While a top-sounding sonar scribbles out a profile picture of the ice immediately overhead, a side-scanning sonar paints a computerized image of the surface.

"Most of the crew operated this equipment last year during *SCICEX '98*, so their familiarity with the sonars has made my job easier this year. But as I said before, the conditions are totally different, so it's not stress-free," said Gossett.

Though it may seem a lot of trouble to go through for a vast, lonely wilderness, the scientific community has recently begun to form an understanding of how important the Arctic Ocean is to regulating the world's climate.

Even after more than 90 years of gathering scientific data, relatively little is known about the region, due mostly to the difficulty of operating in the harsh environment.

"The Arctic Ocean is probably the least known body of water we have. A lot of the things we thought we knew, we often find aren't true," said Randy Ray, an ASL ice pilot and laboratory assistant.

Some of the important findings reveal that the Arctic is the earth's repository for many undesirable products like pollution. They are also finding that there may be some previously unknown tidal currents in the Arctic that affect the currents and climate of the rest of the world's oceans, and, in turn, affect the global climate.

Once *Hawkbill* was safely out of the shallow Bering Strait and several hundred feet below the ice pack, Machinist Mate (SS) 3rd Class John Groustra busily took water samples from a specially designed tap in the torpedo room laboratory. The hundreds of samples taken during the journey will help scientists build a better picture of the Arctic Ocean's chemical makeup at various depths.

"It feels good to be involved in something that has a much more global importance," he said.



Crew members perform a fire drill as *Hawkbill* prepares to go under the ice.



Hawkbill surfaces at ice camp APLIS.

Nearby, oceanographer Steve Okkonen from the University of Alaska-Fairbanks is busy cataloguing the samples for use in a variety of studies, while engineers monitor a new ocean-mapping sonar that penetrates deep into the ocean floor providing more information than ever before possible.

After a few surfacings at the ice camp to pick up scientists and supplies, *Hawkbill* continued on her course for several more weeks to gather data. As they prepared to dive for their journey and slip back under the ice, the crew took one last look at the barren landscape.

Furry is a San Diego-based photojournalist for All Hands.



Northern

"Water, water everywhere, [but alas,] Nor any drop to drink." The words come to mind as one looks out across the empty horizon of the Arctic Ocean. Nothing more significant than a vast expanse of ice broken occasionally by great, Volkswagen-sized boulders thrust upwards by the force of impacting floes is revealed. The significance here though, 130 miles from the nearest thawed civilization, is the small huddle of wooden huts and tents sheltering one of the northernmost groups of people on Earth.

"Welcome to Ice Camp APLIS!" offered the camp's Officer-in-Charge, Dan Steele. As the man responsible for the welfare of all of the camp's inhabitants, Steele began to brief a small group of visitors on the camp rules and safety hazards as they thawed out over steaming cups of coffee.

"Make sure you don't leave the ice floe without informing the command hut, and make sure you have a radio and rifle with you," said the cheerful Steele through his bushy frozen moustache. They looked at each other and wondered where he thought they were going to run off to, especially after he explained that polar bears, common to the area, can smell a man from 20 miles away and run up to 45 miles per hour. They would soon find that there was plenty to do off the ice floe, and the polar bears had luckily not been informed of the human buffet at Ice Camp APLIS.

The Applied Physics Laboratory Ice Station (APLIS) was the first of its kind built in several years as a support camp for the last in a series of five Science Ice Expeditions (*SCICEX '99*). Named Ice Camp Lyon after the late Dr. Waldo Lyon, who helped pioneer Navy submarine exploration of the Arctic, the camp served as a temporary home for a small *SCICEX* support staff from the Navy's Arctic Submarine Laboratory (ASL), and a group of scientists.

"There is so much that can be learned from the Arctic that benefits not only the scientific community, but will eventually benefit the Navy as well," said ASL's Commander, CAPT J.A. Fischbeck.

Stepping from the warm shelter of the small huts, the cold hits you like an all-pro linebacker, and near-instantaneous frostbite is a common danger when the temperature drops well below -50 degrees Fahrenheit. Near the camp, a group wielding long saws and pick-axes gathered around a hole, looking like ice-fishing lumberjacks. Gazing into the icy abyss below the four-foot thick ice, Roger Anderson, a hydrographic expert from the University of Washington Applied Physics Laboratory, explained that it was part of their research.

"Once the hole is finished, we can place a device in the water that measures the water current," he said. The long pole, resembling an upside-down weathervane is part of several ongoing studies by the lab aided largely by the Navy's Arctic research program.

Zooming across the floe on the back of a snowmobile, James Parinella and Armen Bahlavouni buried their faces in the large fur-lined hoods of their parkas







Enclosure

Story and photos by JO1 Rodney J. Furry

and watched the billowing cloud of snow stirred up in their wake. Their excursion off the safety of the floe over, they expressed thanks to the Navy for providing an affordable way for them to get to the Arctic. On this day, they were testing new equipment capable of studying the movement of the ice pack.

"We're setting up tiltmeters at various places on the ice pack to study the waves that form as the ice moves," said Bahlavouni. "It's an alternative way of studying ice thickness trends, which will provide more information on the ocean's currents."

Studying the currents and their effect on the overall climate was also the focus of other scientists at the camp. Heavy boots crunched across the ice outside the command hut, announcing the arrival of Peter Mikhalevsky, Ice Camp Lyon's chief scientist. Inside, he turned his attention to yet another ice hole, this one cut right into the floor of the hut.

Mikhalevsky's company, Science Applications International Corp., has developed a technology for studying the Arctic climate using underwater acoustics. He was getting ready for an important test of the system, which would receive an acoustic signal from a source all the way across the Arctic nearly 3,000 miles away.

The system, called Arctic Climate Observations using Underwater Sound, or ACOUS from the Greek word for 'to listen', may eventually provide researchers and climatologists with a long-term system for studying the ocean below the ice that requires fewer camps like this one.

"One of the things we hope to develop using the ACOUS is a greater understanding of the cyclical warming and cooling of the ocean," he said. "This will help us better understand how the climate here affects the global climate."

As a tiny plane circled across the rooftop of the world, the camp came to life at the prospect of oil and food replenishments and possibly a newspaper from civilization. It's understandable why the average equatorial dweller probably never gives the frozen Arctic outback a second thought. Still, here in the middle of nowhere, the Navy and a group of scientists were willing to brave the harshest of elements in an effort to better understand the world's oceans.

The small camp slowly disappeared as the plane scrambled aloft, offering the departing visitors an even greater view of the endless expanse of frozen white wilderness. Another old phrase comes to mind. This one, from an ancient Taoist philosopher, seemed written for the place: "The highest good is that of the water. The goodness of water is that it benefits the ten thousand creatures, yet itself does not scramble, but is content with the places that all men disdain."

Furry is a San Diego-based photojournalist with All Hands.

Story and photos by JO1 Robert Benson



The LONG

Fourth class midshipmen of the Class of 2002 grind through an exhausting day of "Sea Trials."

FEST Day

One Friday night, not too long ago, Midshipman 4th Class Gregory Chapman bought $50 worth of fast food and began a feast to end all feasts.

Forget the Last Supper and the pilgrim's Thanksgiving dinner; this was the super mega meal – the mother of all chow downs. Single-handedly, Chapman wolfed down some 280 fries, a gallon or two of cola and about five pounds of hamburgers. He snacked for an hour that night – heroically, mythically. Calorie counters and nutritionists would have reeled in disbelief had they witnessed the hamburger-hoarding spectacle.

Chapman deserved the 4,200 calories though. For during that day he got by on a banana, some strawberries and an occasional sip of water here and there. He and about 1,000 of his closest friends at the U.S. Naval Academy, Annapolis, Md., had just been through something he later called, "the hardest thing he ever did": Sea Trials.

One of the culminating events of the Plebe year, Sea Trials is an intense, day-long workout. The relatively new event at the Academy is designed to test Plebe class training, teamwork, endurance and determination. The day begins at about 3 a.m., and runs nonstop until 8 p.m. Included are obstacle courses, physical endurance exercises, basic seamanship, problem-solving exercises and knowledge of the Academy.

That day, April 29, 1999, the class of 2002 pushed themselves to the limit.

Then they gorged themselves.

Then they slept.

And perhaps sleeping more soundly than any other midshipman was



Looks like a war-torn battle zone, but the barbed wire, smoke and spraying water were on the Academy yard. Plebes had to sprint through mud and crawl under barbed wire in this exercise.

Silhouetted in the afternoon sun, Midshipman 4th Class Gregory Chapman prepares to cross between two poles on a "high line."



Chapman. Even in slumber, the 22 year-old Newbury, N.H., native stood out. Not because of the number of pushups he cranked out that day, or the miles he ran or the weight of the logs he carried; not even because of the dried ketchup on his face. Around the yard, Chapman is known as a "prior" – someone who had prior enlisted time before coming to the Academy.

To some – especially the men and women who came to the Academy green and straight out of high school – the title "prior" was intimidating.

Early in the year, Chapman's classmates whispered and pointed behind his back. His drill instructors – themselves senior Academy students with no prior-enlisted service – silently wondered if they had the right stuff to teach a person who outranked them in terms of Navy experience.

The enlisted class advisors – Navy chiefs – they too must have eyeballed Chapman, wondering how much he really learned in the fleet.

"To be a prior you gain more respect," said Chief Fire Controlman (SW) Robert Chezem, the company's senior enlisted advisor. "Their leadership abilities are better than the others, so the young ones tend to look up to them. Athletically and academically they're on the same footing, but priors who have been in the fleet understand what goes on here at the Academy a little better."

Chapman's inherent leadership came through at Sea Trials. In the 15th mile of running, when his team had to drop to their bellies and crawl through the mud, he showed the way by going first. When the 400-pound log being supported above their heads by five running midshipmen began to slip, he screamed words of encouragement. When the team had to formulate a plan to carry a man on a stretcher through an obstacle course, he laid the groundwork. And in the 14th hour, when the non-stop grueling exercises began to take their



Watch your step! In the midst of "going down," a midshipman from Chapman's company braces for impact.

Seems easy enough, but nerves soared high on this falling exercise, where fellow "teammates" had to catch a blindfolded midshipman as she trustingly fell into the arms of her classmates.

toll, he pushed himself and everyone else just a little harder.

"There was one obstacle," recalled Chapman, "when we were climbing a pole and I had the other guys on my shoulders .... I couldn't think of anything else other than, 'let this pass.' And when we were carrying the Zodiac boats, and they were bouncing off our heads – that was just miserable.

"I can look back on Sea Trials now and say I have more endurance than I ever thought I did. Parts of it were fun and parts of it weren't."

Chapman said Sea Trials toughened him up. But toughening him up more, perhaps, was the Navy's Basic Enlisted Training, or the long hours of study at Nuclear Machinist's Mate School.

A couple years earlier, they were nothing more than dreams for Chapman. Soon the kid, who was fascinated by World War II history and Tom Clancy novels in high school, was embarking on the biggest story of his life. He thought about going to the Academy, but instead went to college at the University of New Hampshire, Durham, N.H. After a year, his desire to "travel and learn more" caught up with him.

Enter the U.S. Navy.

"My father was very tickled when he found out I was joining the Navy. My parents came out for pass and review in boot camp. Then, they came to the Academy while I was here. My mom didn't go to college, and neither did my

Chapman (left) and Midshipman 4th Class Clachakis show their weariness after an exhaustive five-mile run (the fourth five-miler of the day).



Right: A little before 8 p.m., sleeping comes easily as Sea Trials ends.



Below: Chapman and the team grunt through sit-ups with a 400-pound telephone pole.







Chapman's team huddles and devises a strategy prior to a daunting exercise.

dad, so for me to come to the Academy, it's really special for me and them."

He joined the Navy in April 1996 and immediately went to Nuclear Machinist's Mate school after boot camp. His ASVAB score of 90-plus reflected his intelligence and desire to learn more.

"I spent a month in Charleston, S.C., at the Nuclear Power Training Unit, and from there I went to the Naval Academy Prep School in Newport, R.I."

After a year of preparatory math, English, chemistry and physics, Chapman moved to the Academy.

He shaved his head, began doing mandatory exercise routines like a madman and was force-fed teamwork, loyalty and integrity concepts. Training, orientation, briefs, placement tests, uniform inspections, discipline training, rifle drilling and room inspections also followed.

Slowly, Chapman took on the form of a midshipman.

He earned the respect of fellow classmates and instructors, was promoted to class company commander and excelled in school.

Chapman said the first semester class company commander was also a prior enlisted. "He and I outperformed the other plebes, because, having been in the fleet, we had a huge headstart on everyone."

There were some sacrifices the 'prior' made at the Academy. His pay dropped from $990 a month as an E-4 to only $50 per month (the Academy automatically deducts allowances for laundry, uniforms and his education loan). He had to sell his car and become separated from his girlfriend.

Finally, after 17 hours of grueling exercises, Chapman (right) and his teammates from 3rd Company sing the traditional Academy song "Blue and Gold" to mark the end of an exhaustive day.



But Chapman made do. He wrote a lot of letters to his girlfriend. He was welcomed into the Barber household – an Annapolis family who specifically requested a prior enlisted Sailor to sponsor. And sooner than he knew it, the year was over – as marked by the culminating event known as Sea Trials.

Today he looks back at his enlisted time fondly. "I can honestly say the greatest time of my life was being stationed in Orlando, Fla., while going through machinist's mate "A" school. The guys I met there and hung out with were the greatest, and I still keep in touch with my old roommates and my best friends."

In "A" school they did everything together, from parachuting out of airplanes to studying nuclear physics. "The bonding here is a little different then it was in "A" school. As company commander, I'm more of a leader.

"After Sea Trials I had a better appreciation for those in my squad, and more respect for others' ability. There's things I can't do by myself, but with the team we can."

Bruised and battered, pained and stiffened, sunburned and soiled; there's one thing Chapman realizes he can do – without the help of his squad – and he demonstrated it after 15 hours of Sea Trials:

Mad feasting. Fry after fry after fry.

Benson is a photojournalist assigned to All Hands.



Above: Chapman cringes as he does leg lifts.



Below: After more than 16 hours of Sea Trial events, all 1,000 Plebes gather in for congratulatory remarks.



The theory is simple: if you squeeze the crowd toward the monument, the only way to go is up. Naval Academy history does not recognize a specific date documenting the origin of climbing Herndon Monument – it seems to have originated from an enthusiastic charge of former plebes.

OVER TH

1,000 people, 200 pounds of lard and 21 fee



Midshipman 4th Class Meagan Varley shows her enthusiasm as another midshipman attempts to reach the top of the Herndon Monument.

Sounds easy enough: climb a 21-foot gray monument, remove a plebe's blue-rimmed "dixie cup" at the top and replace it with an midshipman's cover.

Thing is, it takes most groups three to four hours, or more, to do it. Might be because the obelisk-shaped monument is greased down with 200 pounds of slippery lard three inches thick. Or maybe because the group attempting the climb is constantly showered with cold water.

But for the 1,000 eager, screaming Annapolis Naval Academy plebes, the lard and water just added to the fun of climbing Herndon – a monument that taunted them all year. In an event that rivals Sea Trials in excitement, and has far more honor and prestige than a college campus "see how many you can stuff in the phone booth" competition, the annual climbing is meant to reward young midshipmen for finishing plebe year. It also reminds them of the values of teamwork, courage and discipline that are instilled in them throughout the year.

This time it took the group a little more than two hours to accomplish the hat trick atop the monument. Last year it was a four-hour climb.

Four hours! From Mount Everest's Base Camp 4 to the summit takes only six. (But those climbers didn't have lard to contend with).

The Herndon ceremony began with a cannon blast at 2 p.m. as



With the weight of the world on their shoulders, two midshipmen struggle to support the class of 2002's goal of reaching the top of Herndon Monument. CDR William Herndon, 1813 – 1857, lost his life in a gallant effort to save his ship and men during a hurricane off Cape Hatteras. That selfless sacrifice marks the spirit of the Herndon tradition.

E TOP

Story and Photos by
J01 Robert Benson

to climb and there "tain't no more plebes."



After a cannon blast signals the start of the event, shoes are ripped off and thrown at the monument to dislodge the coating of lard. Later, a mountain of soiled shoes is collected.



After an exhaustive, two-hour struggle, exuberant midshipmen celebrate when the white hat atop Herndon Monument is replaced with an upperclassman's hat. The event is the culmination of the plebe year. The monument climb has become a tradition rich in history. It reminds the plebes of the values of teamwork, courage and discipline that are instilled in them throughout the year.

Shoe throwing, hands, shirts and bod



Midshipman 4th Class Varley and another plebe are agony during the climb.

plebes – all 1,000 of 'em – dashed toward the monument. Then they climbed and fell, slipped and slid, grasped and groped.

At first sight, they say, the monument appears much taller than it actually is, perhaps due to the lard slathered on by upperclassmen. Shoe throwing, hands, shirts and bodies remove the fatty white goo. That same lard – or the smell of it – permeates thousands of cheering spectators.

Bodies turn red with beads of sweat dripping down the tower of people. Agony shows on the faces of those at the bottom of the pyramid as they support three or four tiers of bodies upon their shoulders. As the crowd yells in anticipation, the class gets excited and "They're gonna make it" is heard all around.

A person nears the hat on top. Expectations soar. Then someone loses balance, falls and sends a

dozen or so bodies toppling down like dominoes.

Climb again. Lather. Rinse. Climb again.

One Annapolis tradition says that whoever reaches the top to switch the white hat to an upperclassman's hat will be the first to rise to the rank of admiral.

This year a behemoth of a midshipman – 6'6" and more than 230 pounds – made his way to the top rung of bodies, stretched like he never had before and with the tip of his fingers tossed a midshipman's cover atop the memorial.

The pyramid collapsed in exhaustion, the crowd went wild and a future admiral was hailed as the hero. Herndon was once again defeated.

Hats off – literally, from the top of the monument – to the two-hour class of 2002.



Midshipman 4th Class Varley's heart stops as she nearly loses her balance while standing atop other people's shoulders.

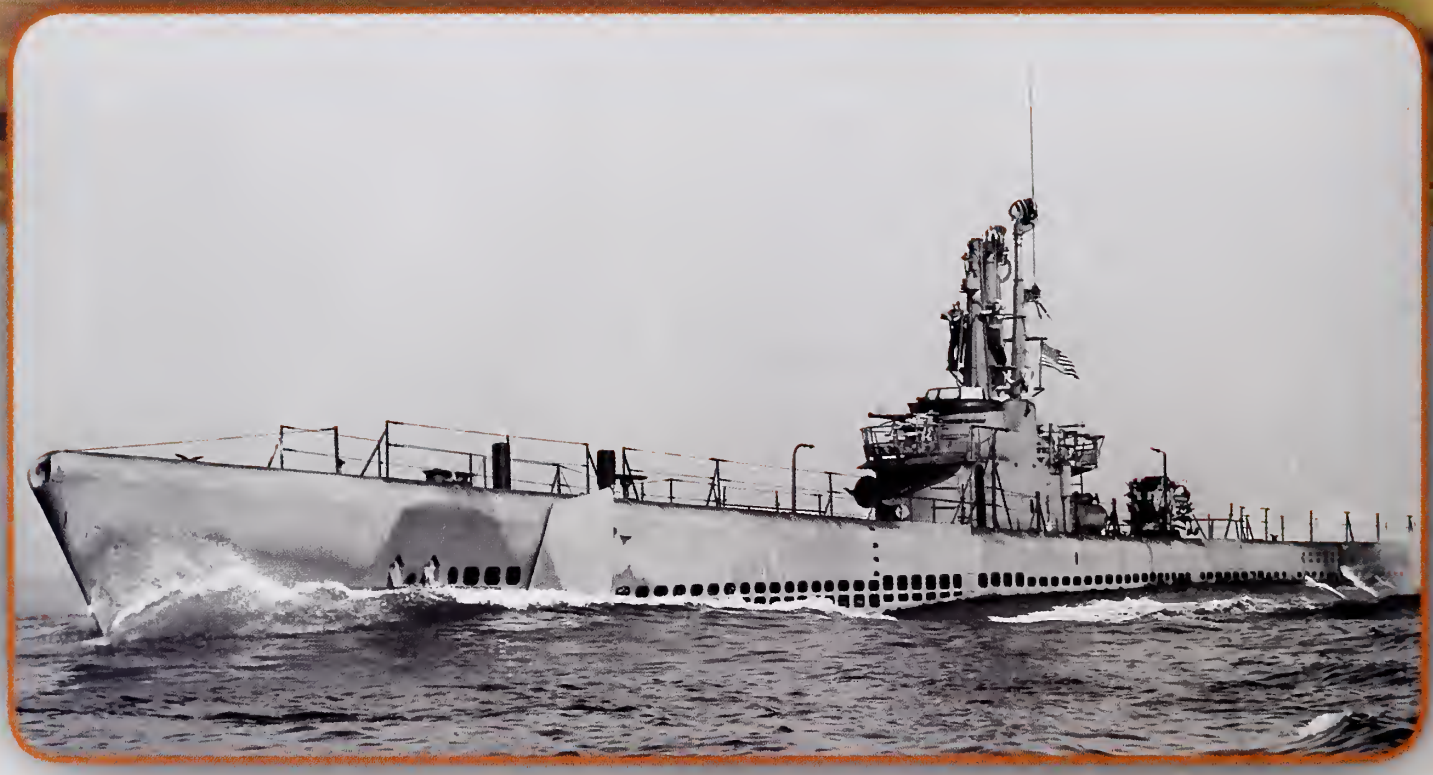
s remove the fatty white goo.



Helping hands push the class of 2002 to new heights, hopefully to the top of the Herndon Monument.

An interview with C

RUSSLE



A postwar photograph of USS *Piper* (SS 409), which Beach commanded at the end of World War II.

Photos courtesy of Naval Institute Press.

PT Edward L. Beach



CAPT Edward L. Beach is a 1939 graduate of the U.S. Naval Academy, where he ranked second in his class and held the midshipman rank of regimental commander. Serving aboard submarines, he participated in the Battle of Midway and 12 combat patrols during World War II, earning 10 decorations for gallantry, including the Navy Cross. By war's end he was in command of his own boat, USS Piper (SS 409).

Some years later he would command the nuclear submarine USS Triton (SS[R]N 586) during her famous 84-day/41,000 mile submerged voyage around the globe, a record that still stands today for speed and endurance. Ashore, Beach served on the personal staff of General Omar Bradley during Bradley's tenure as Chairman of the Joint Chiefs of Staff, and as naval aide to President Dwight D. Eisenhower.

He is the author of 13 books, including Run Silent, Run Deep, and numerous articles. Four of his books have been bestsellers. His latest work, Salt and Steel: Reflections of a Submariner, is available through the Naval Institute Press.

Beach retired from the Navy in 1966. The new home of the U.S. Naval Institute, Annapolis, Md., was christened Beach Hall last April in honor of him and his father, who was also a naval officer of literary achievement. All Hands recently had the opportunity to sit down with Beach for an exclusive interview.

Q: In the first chapter of *Salt and Steel* you credited your father with greatly influencing your decision to join the Navy, and yet he actually tried to dissuade you a little bit.

A: Yes, he really did. He went to quite some length to argue against it.

Q: Why do you think he did that?

A: I've wondered about that because clearly he wasn't against duty in the Navy. I've since decided that he was bending over backwards to make sure that I knew what I wanted to do. His influence on me at that time was stronger, I think, than even he realized. I sort of worshipped him.

Roy Benson was his name, and I really did like him. He was known as 'Pigboat Benny.' Terrific leader.

The third was the man who relieved Benson, after four excellent patrols. This was Robert E. "Dusty" Dornan, the most capable, hardest-fighting submariner in the force. I was his exec, and it was from him that I really learned the business.

The fourth was ADM Chester Nimitz himself.

Q: Under your command, USS *Triton* circumnavigated the globe – 84 days, 41,000 miles – a record that still stands today for speed and endurance. Did you have any idea at the time how historically significant that voyage was going to be?

A: Nowhere near the way you put it now. But I did know that it was going to be important, because it had never happened before. And I was one of the guys who had been early on touting the nuclear submarine, which I predicted could go 20 knots for 1,000 hours. Compare that to the latest diesel boats of the time, which had a top speed of 15 knots but would run out of battery power in one hour. Well, as it turned out, I was given a submarine that could do 30 knots for months, not 20 knots just for 1,000 hours. And, indeed, we ran at 21 knots all the way around the world. For a submarine, that was phenomenal. So I knew this was something very special.

Q: What kind of outlet did writing provide for you while you were in the Navy? Is that a natural extension of your interests or was it something that started as a diversion and got bigger?

A: Well, my father wrote about the Navy. As I said, he was the most important figure in my life. So I wanted to follow in Dad's footsteps. I went to the Naval Academy and became a naval officer, like him. He wrote about the Navy – a total of 13 books. I began writing as a midshipman, and now I've written 13 books. At the time, I guess, I just wanted to make Dad proud of me.



CAPT Edward Beach with his bride, Ingrid, on their wedding day, about 30 hours before the landing on the coast of Normandy.

USS *Trigger* (SS 237), fresh from the builder's yard at Mare Island.

Q: Besides your father, whom do you think has most influenced you?

A: I would put it to four people. Perhaps the first is my skipper on this old destroyer, USS *Lea* (DD 118). His name was Clarence Broussard, and he could run a ship beautifully. I became kind of a son to him and he a father figure to me. I had no idea he was a submariner, but when I left the ship to report to submarine school, he appeared in full uniform with a submarine pin on his jacket — for me.

Another was my skipper aboard the submarine USS *Trigger* (SS 564). CDR

Q: How, as the naval aide to the President of the United States, were you able to write *Run Silent, Run Deep*?

A: I've wondered about that, too! In the first place, being a naval aide does not occupy 100 percent of your time. There is a little time for yourself. So, instead of playing golf or going to a lot of parties, I

would come home after hours at the White House, sit in my living room with a clipboard and write. My goal was to write two pages a night. I wrote a couple hundred pages that way. I didn't always get two pages done every night, but that was my quota.

Q: Were you surprised by the success of *Run Silent, Run Deep*? Did that kind of take you by surprise?

A: Well, yes, of course. Naturally, I had hoped it would be a success, but I had no idea how big a success it would be. That was a terrific compliment, and even more so that the book is still selling. In fact, right now, the folks at the Naval Institute Press, who reprinted it in their Naval Classics Series, tell me it's their best continuous seller.

Q: How involved were you in the making of the movie? Did you have any input in that?

A: None whatsoever. I was unhappy with the movie. If you read the book and look at the movie carefully – one right after the other – you'll see that the movie has little resemblance to *Run Silent, Run Deep*. I mean, I think they had the script pretty well written before they even read the book. They only wanted the title – they simply bought the book for the title. Now, Ingrid, that's my wife, says I shouldn't talk like this. She thinks I should say "Oh, it was a great movie. Go see it!" Because the more they see the movie, the more they'll want to buy the book. But I really can't say that, because it's not true to the Navy that I saw and tried to describe.

Q: Looking back on your life, what would you consider your crowning achievement? What's the one thing you're most proud of?

A: That's a hard question. I'm proud of *Triton*'s around-the-world cruise, but I didn't really do that. That was done by my crew and the Navy – the ship the Navy built and put me in command of. That's not a personal achievement, although I was captain of the ship. Probably the biggest thing that's ever happened to me on the personal level is to have the Naval Institute's Beach Hall named after my father and me. No doubt about it.

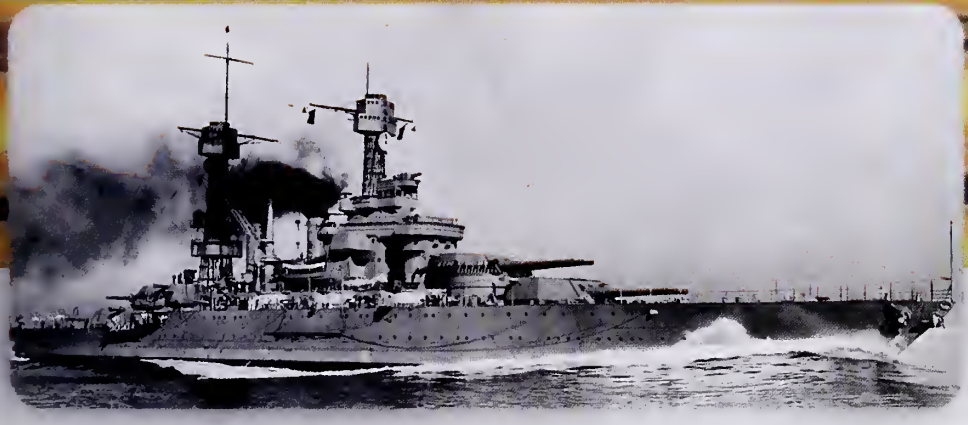
Q: If you had one thing to say to a Sailor or a junior officer who is about to make that crucial decision to stay in or get out, what would it be?

A: I've been thinking about that for a long time. What is there about the Navy? To me, it's always been a tremendous feeling that I am part of an organization that's much bigger than I am. The Navy has done things for me that most people just couldn't comprehend. Of all my school friends, I was the one who had the biggest adventure.

During the war, I was driving submarines. The Navy made that possible. Now look at the commanding officer of an aircraft carrier, or a nuclear engineer, a naval aviator or a Sailor in command of his own boat. They all have responsibility – they're part of something much bigger than themselves. They are adventurers. They do wonderful things that other people can't do. This is one of the tremendous things the Navy can do for you.

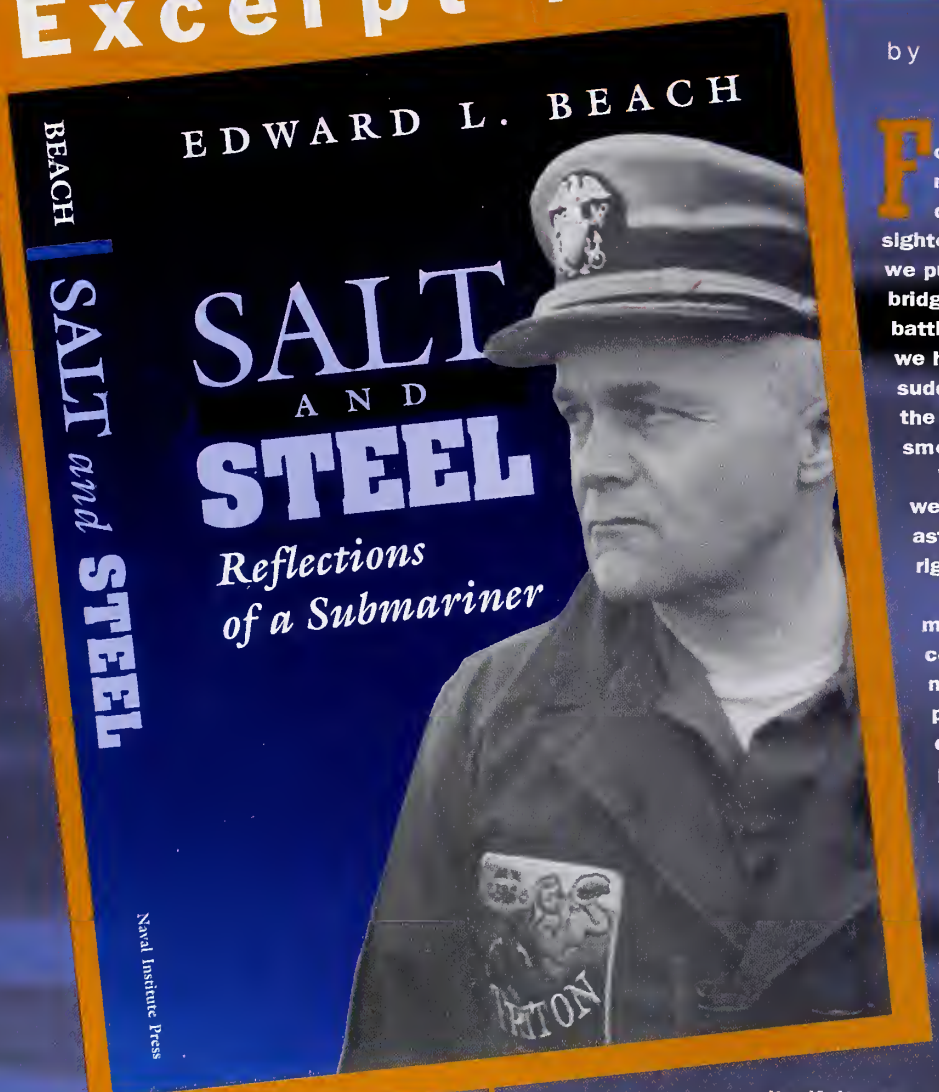


Beach cherished his duty as President Eisenhower's naval aide.



Another special ship in Beach's life was USS *California* (BB 44). As commandant of Mare Island Navy Yard, his father supervised her construction and launch, and the younger Beach dreamed of someday even being her skipper.

Excerpt from



by Capt. Edward L. Beach

For our first contact with the enemy we deserved no kudos, but we learned from it. Shortly before daylight, not far from the coast of Japan, we sighted a small merchant ship. Dawn was breaking as we pursued. [Lt.Cmdr.] Benson was, of course, on the bridge, and I happened to be OOD. The ship was at battle stations. We were expecting to submerge once we had attained the right position, but it was suddenly evident that we had been sighted because the enemy ship turned away and began belching smoke, evidently hoping to outrun us.

With our four big railroad-type diesels, we knew we had more speed than he could make. "Get right astern of him," Benson said to me, "and fire one right up his arse!"

No sooner said than done. I felt it quite a compliment that Benson had not taken the conn. He could have done this at any time, but for the moment I was still handling our ship. Getting into position behind our target was easy, and we quickly settled in, our four engines at maximum power, right astern. He was maybe a mile ahead of us, and we were overtaking him fast. It would soon be time to make ready the bow torpedoes for firing; this should not be done too soon, however, for in a stern chase they would have farther to run, and at this instant, still looking fixedly through my binoculars, I suddenly saw what we should have been seeing all along. "Captain!" I yelled, "That's not his stern! It's his bow! He's coming right at us!"

The situation had dramatically reversed itself. It was now broad daylight, and whoever the skipper of this little freighter may have been, he was attacking this enemy submarine he had sighted, not trying to get away! "Collision Alarm!" I yelled down the conning tower hatch at my feet. "He's trying to ram!"

The high-pitched screech of the alarm (which I've always thought of as the voice of a ship screaming in fright) instantly came through the hatch. We could hear watertight doors banging shut under the sudden onslaught of whoever happened to be nearest (weighing as much as 500 pounds, they made a distinctive loud noise duplicated nowhere else). Then all was tensely quiet, and the voice of Walter Pye Wilson, our chief wardroom steward, assigned to steer the boat at battle stations, came up sonorously through the hatch. "Watertight doors shut below! Boat's secured for collision!"

At battle stations, black, heavyset Wilson, an old-time submariner, one of the steadiest men aboard as well as one of the most popular, was assigned to steer the ship. He had always been the proverbial tower of strength at his multitudinous duties; from wardroom to galley to handling mooring lines to battle station helmsman, he was never at loss, his cool voice under stress helping

to keep the rest of us cool too. The big chrome-plated steering wheel was just beneath the hatch at our feet, so it was logical that whoever was steering should also function as a link in the communication chain. Wilson was a natural for this job.

The only hatch open was now the conning tower hatch, which would not be shut while there were men on the bridge. "Lookouts below!" I shouted. We certainly didn't need them now, and this would get them out of immediate danger if the ships hit. Benson and I were then alone topside, the menacing bow of the enemy ship looming very dose indeed. We were exactly end-on to each other, by this time only one or two hundred yards apart. Black smoke was pouring out of the freighter's single tall stack. Clearly he had put everything he had on the line. We, too, had our four diesel engines at maximum power. At our combined closing speed of perhaps 30 knots we were due to collide within seconds.

"Right full rudder!" I yelled at Wilson. I could visualize his massive muscles spinning that big steering wheel faster than it had ever been spun before. "Rudder is right full!" he yelled back, a special note in his voice. Trigger's bow precipitantly swerved to starboard.

This exposed the length of our port side to the enemy ship's bluff bow, and would give him the chance he must have hoped for, to hit us bows on, amidships. Sure enough, he must have put his own rudder to port, for he began to swing toward us. With our own hard-over rudder, our port broadside was swinging toward him, exposing itself. To the [Japanese] skipper it must have looked like a perfect opportunity. Seconds separated us from having our side smashed in.

It was like driving a car in heavy traffic, with two big differences. Ships are a lot longer than cars, and they steer from the stern, not the bow. Judging the relative motion as well as I could, I shouted down the hatch, "Shift your rudder to left full!" If Wilson's muscles had bulged at the first command, they must have gone into hard knots at this second one. We could see the rudder angle indicator on the bridge spin to the full left position, moving even faster than before. Trigger obediently stopped her swing to starboard, began to curve rapidly to the left. "Rudder is left full, sir!" bellowed Wilson. His voice definitely contained an unusual tone.

The ships were now perhaps 50 yards apart, water curling from both his bows as he put his full effort into turning toward us. There was nothing remarkable about him at all: just a rusty old freighter of perhaps 3000 tons, single stack puffing out a big cloud of smoke. The only thing unusual about that old tub was the man driving her.



One of *Trigger*'s "plankowners," Beach is the lieutenant (junior grade) closest to the camera in her commissioning ceremony. His first wartime duty was in this ship.

But we were at full speed. With our rudder now hard over toward the enemy ship and his toward us, we were spinning a circle around the same spot, passing side by side only a short distance apart. We would pass clear. I felt a quick sense of satisfaction that I had successfully dodged his assault. Already his bridge was coming abeam of ours. Suddenly Benson spoke. It was his first utterance in several minutes. "Ned," he said, "are you a hero?"

"Nossir!"

"Neither am I! Let's get out of sight!" The two of us dived for the hatch. As OOD I was the last man through it, and as I jumped below a rifle bullet zinged through the bridge side plating, making a neat hole a foot or two above my head.

"Take her down!" said Benson, and down we went with all the familiar noises attendant upon diving: diesels shutting down, exhaust valves and main air induction valve slamming shut, conning tower hatch clicking shut, its dogging handwheel being spun.

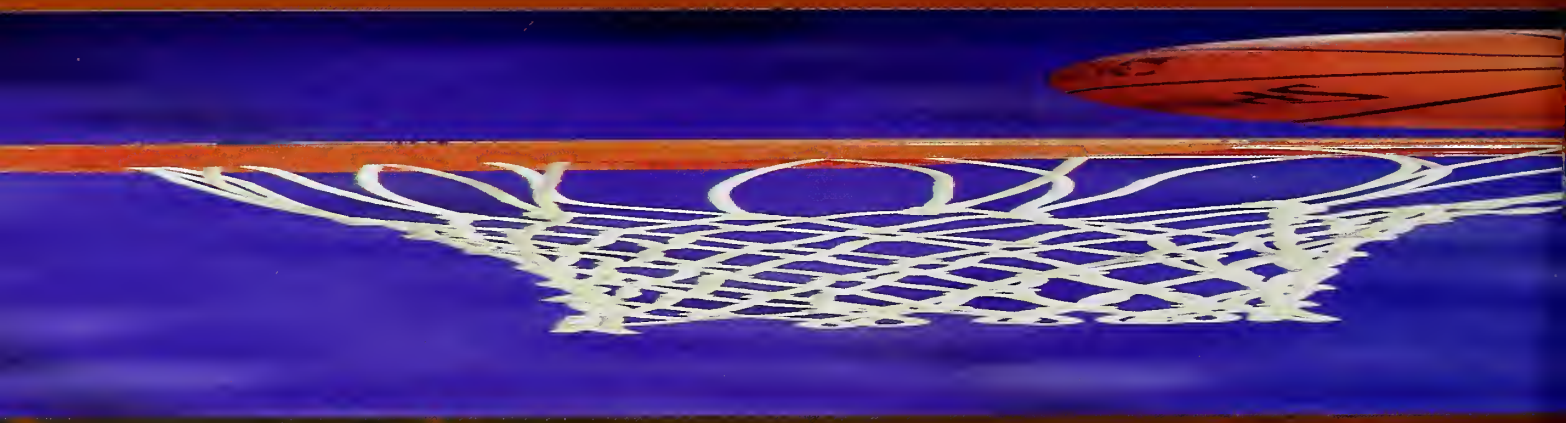
Wilson, his broad impassive face beaded with sweat, was putting the rudder amidships – another routine on diving. "All ahead two thirds," ordered the captain. This, too, was part of the normal diving routine. Wilson turned the two knobs on the engine order telegraphs mounted in front of him, moving their pointers from the "ahead full" position, below "standard" to "ahead two-thirds." The answer from the maneuvering room back aft, where the electrician's mates on watch actually controlled the speed of our propeller shafts, was so quick it was evident they had their hands already on their own knobs.

The danger was now past. For a moment there was nothing for anyone to do, and Wilson had evidently taken more than his years of naval and submarine experience had prepared him for. "Mr. Beach," he said, great globules of sweat standing out on his expressive face, "if we're going to have a collision, can't you at least make up your mind where you want me to put the rudder?"

I stared at him for an instant, the realization dawning of what must have been his view of our recent emergency. A number of our crew heard the exchange, and for the next few days I heard comments about making up my mind, but behind the wisecracks I sensed also a hint of approving respect. Among the crew of a submarine at war, a great deal is never put into words.

And as for Wilson and me, nothing can ever take the place of that delicious moment.

Story and photos by JO! Rodney J. Furry







Hoop Dreams

Some people actually dream about basketball. Not just your typical daydreams, but actual dreams; Technicolor flights of fantasy featuring awestruck faces frozen below them as they soar through the upper atmosphere on their way to slam dunks and graceful finger-rolls while an arena full of people cheer themselves into a stark-raving mad frenzy. Hoop dreams like this happen more often than you might think.

Cryptologic Technician (Administrative) 2nd Class Odetta Johnson-Shepherd and Machinist Mate 3rd Class LaShawn Brown know what it means to dream about basketball. They've been playing since they were kids. So when the WNBA's Phoenix Mercury invited them to come to Phoenix, Ariz., and be players for a day, it was a dream come true.

During warm-ups on the big day, Brown and Johnson-Shepherd stepped to the line decked in their new Phoenix Mercury practice uniforms and hit a few free throws to loosen up.

"I couldn't believe it when I found out," said Brown, whose credentials as a three-time, All-Navy player made her a top candidate for the honor. "I've been a Mercury fan for a long time, and Coach Cheryl Miller is one of my heroes, so I couldn't pass it up," she said.

With cool confidence Johnson-Shepherd dribbled a few paces to the left and nailed a jumper from the three-point line. Though slightly shorter than the average player on the professional team, she showed no fear of inadequacy as she stepped right into some of the drills offering up a tenacious defense.

"I'm not worried about whether I can keep up with them. I know how good my game is. I'm just excited about testing my skills next to theirs," said the Sailor, who traveled to Phoenix all the way from Yokosuka, Japan, for the experience.

The women couldn't have found a more formidable arena to test those skills. As one of the top teams in the increasingly competitive women's professional league, the Mercury make up a collection of some of the world's best players in the world of women's basketball. During a break between drills, Brown and Johnson-Shepherd chatted casually with players like Mercury Guard Umeki Webb, who offered encouragement and helped them feel at home during the team's pre-season training camp.

"It's great to have people from all walks of life involved

in what we're doing. It's rewarding to share with our biggest fans what playing at this level is like," said Webb.

With the 1999 season just around the corner, the team was still settling new players into the fold, so having a few new faces on the court barely raised an eyebrow. According to Webb, sharing the experience proved to be surprisingly easy for the team, thanks to the Sailors' obvious skills.

"We just started practices, so a lot of the people here are new. We haven't fully got our team's chemistry yet, so it's fun having them here with us. And with their game, we don't have to slow down at all," she said.

During a private one-on-one coaching session, Assistant Coach Howie Landa showed particular interest in helping the women develop their game. As he put them through a series of shooting drills, he paused often to energetically offer tips on body mechanics.

Landa, a former Sailor himself, looks fondly back on his own days as an All-Navy basketball star in Norfolk, during his enlistment from 1958 to 1960. After winning an All-Navy Most Valuable Player title in 1959, he went on to a career in coaching the women's game, which he prefers to the men's game because of the strong focus and fundamental skills they bring to the court.

"Women are fun to teach, because they come to learn," he said. "They know they have faults, and accept coaching more openly in their efforts to improve," he said.

Having two Sailors on his court reminded him of his days in the Navy, and he openly enjoyed sharing his knowledge.

"I'm glad the Navy gave them the opportunity to come here. I think it's important to give something good back to the kids, because they do work so hard. The Navy was good to me, so it feels good sharing this with them," Landa said.

At the end of the long day, Brown dribbled the ball around the empty gym looking tired, but smiling as she reflected on the experience, and let the dream soak in.



Phoenix Mercury Assistant Coach Howie Landa runs MM3 LaShawn Brown through drills during a one-on-one coaching session.

"It really was an enlightening experience," she said. "All the players were top-notch, so I learned a lot and appreciated being around that level of competitiveness," she said.

Johnson-Shepherd added, "No matter how good you are, you can always learn something new."

As two of the Navy's most respected basketball players, the women seemed eager to return to their home gyms to tell tales of their trip.

"Basketball at this level is mentally such a different game," said Brown. "I'm inspired to go back to Norfolk and share the experience with all of the local players there."

With all of the attention they received at the one-day fantasy camp, one would think the Sailors were ready to trade their "crows" for a shot at the big time. But these two hard-court heroes are still Sailors at heart, and see this as a chance to showcase the wide-ranging talents of the Navy as much as anything.

"I'm a lifer, I admit it," said Johnson-Shepherd. "I love basketball, but when I tell people about my love for the Navy, I'm serious. It's a good life, and the Navy's been good to me, so I can play the game I love and still have a solid career.

Who could ask for a better dream come true?

Furry is a San Diego-based photojournalist assigned to All Hands.



CTA2 Odetta K. Johnson-Sheperd discusses strategy with a member of the Phoenix Mercury

Teammates, Sisters, Friends

Story and photo by JO2 Jeremy Allen

It's the middle of the first quarter with seven minutes left on the clock when No. 50, Machinery Repairman Fireman Hazel Carrington, dishes a bounce pass with mustard on it to No. 5, Damage Controlman 3rd Class Winniferd "Tabby" Brady.

Tabby, or "Taz" as she is also known because of her Tasmanian devil-like speed, pauses in her whirlwind of motion, grabs the ball, glances at the clock and realizes she can slow down: her All-Navy team is ahead by 13 points. This is only the beginning of a grueling six-game competition to determine the winner of the Armed Forces Championship at the Construction Battalion Center, Port Hueneme, Calif., so Tabby knows she has to conserve her energy and use her teammates like Carrington.

Carrington, 6 foot, 1 inch of pure basketball talent, has learned to play every position. That includes backing her whirling dervish sidekick Tabby, the 5-foot 4-inch point guard for the All-Navy women's team.

Together this Allen Iverson/Magic Johnson-like duo lead the three point shooting, dunking portion of the All-Navy Women's Basketball team.

Hidden among the team's high fives and rebounds is a bond that has been tested on courts around the country. They are more than just players – they are friends. Carrington and Tabby met three years ago at their first All-Navy Team Training Camp and have been inseparable ever since.

Bringing that history with them to this year's squad helped the entire team learn to work together like a well-oiled machine on the court after only four weeks of twice-a-day practices.

"I watch everybody to see how they like to play when I am on the court with them," said Carrington. "I know how to set them up in that spot. With Tabby, I know she loves to go right. So I will drive left and leave her strong side open; that's like Magic Johnson, he knows all his people and what they like. When you can do that, you've got it. It's called teamwork."

For example one player, Storekeeper 3rd Class Mildred "Stretch" Conston, No. 13 from NAVSTA Pearl Harbor, liked to go left, so Carrington would drive right and if the "enemy" ties her up she knows she can pass it left and Conston is on her strong side.

Carrington learned this teamwork technique by studying what position other members on the team favor. "When I am on the court with them I know how to set them up in that spot," said the Corpus Christi, Texas native.

Team building started each morning at 7 a.m. sharp. The assistant coach, Hospital Corpsman 3rd Class Ray Wagner from Naval Hospital, Camp Pendleton, Calif., started them off by stretching out and running laps around the gym. Then he put them through their paces with running basketball drills, jumping rope, sprints, free throw practice and lay-ups. For each basket missed they ran two laps. Then after lunch the second practice began with more drills and sprints, and ended with a scrimmage. The women quickly learned to work as a team or they got cut.

According to Tabby, Carrington is a good player with finesse. "She is smooth. She is better than the first year I played with her." Tabby said Carrington was scared to play her game back then. "I don't know what it was, but I think she is playing her game now."

Along with improving her score, Carrington's game involves a little teasing with Tabby because they are both self-proclaimed "babies" of their families. "She is a very nice person but spoiled because she's the baby in the family," explained Tabby who has played All-Navy ball since 1996. "She tells me I'm spoiled and I tell her she's spoiled. We are back and forth with it."

This ability to handle teasing helps them deal with the pressure and tension of the game. Head coach Cryptological Technician (Operator) 1st class Eugene C. Munns knows the women can handle the pressure he puts on them, even when it involves constructive criticism.

"Hazel, you take a little while to get started but once you get going you go well," said Munns, who has coached Carrington for the last two years. "You need to jump more. You need to pull up and take a jump shot rather than try to go to the middle so much."

Inexperienced players might take these words as a personal attack or insult, but advice like that helps make these Sailors into both better players and leaders.

Teamwork, motivation and the urge to win are what it takes to make a good team, explained Munns. But it also takes an ability to listen and learn. "A good player has to have 80 percent attitude, 10 percent talent and 10 percent motivation," said Munns. "It's all about your attitude, yourself, the game, the players around you."

The clock continues to tick. Now it's the fourth quarter with only two minutes left of the sixth game. After four grueling days of back-to-back games, Tabby and Carrington's All-Navy Women's Basketball Team hasn't quite been able to take gold from the Army. Still, they know that down deep that they won first place ... in teamwork.

Allen is a photojournalist assigned to All Hands.



The All-Navy team runs together during a work out before a game at the Construction Battalion Center Gym in Port Hueneme, Calif.

cybersailor@mediacen.navy.mil

CyberSailor

The Making of a Must

Since this month's cover story is about the training of Naval Academy midshipmen, I decided to jump on the Web to see what I could find out about the "boat school" in Annapolis, Md. What I discovered was, quite simply, amazing. For example, I was stunned to discover how many ex-Sailors have graduated from the Academy. These "mustangs," as they are called, started out as E-1s and worked their way to a commission. But, if you don't want to spend "four years by the Severn," as they say, I also found lots of other ways to earn those officer bars. If you want to find out how to become an officer, you should talk to your career counselor today. Those folks have all the information you need to know, and they can help you get on the right path if a commission is what you want. But, in the meantime, take a ride with me. I'll show you what I found on the Web.

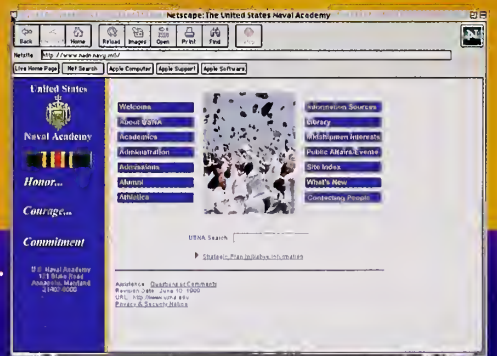
Being the savvy Web navigator that I am, I was able to find the Web site www.nadn.navy.mil, which tells you everything you need to know about the Naval Academy. On this site's pages you will find the basic eligibility requirements for entry into the Academy. You can also find frequently asked questions about how long your obligated service to the Navy is after graduation and what the difference is between being nominated or appointed to the Academy.

But the topper of all of this is you can get a U.S. Naval Academy Admission Information request. The form is right there on the Web page: all you have to do is fill in the blanks.

They'll send you back the information you need to begin the process of becoming a midshipman. If you're interested in finding out what campus life is like at the Academy, you can also find it here. Don't know what naval career field you want to be in? You can find that information here, too.

There is also a Naval Reserve Officer Training Corps (NROTC) link that contains valuable information about the hundreds of schools nationwide that participate in the program.

By the way, if you're looking to become an officer as an enlisted Sailor, there's always the Chief of Naval Education Web page at **www.cnet.navy.mil.** Go to "Programs," then click on "Officer Programs." You'll see a list of all the officer programs including BOOST, ECP, NJROTC, OCS, OIS and the Seaman-to-Admiral Program.



www.nadn.navy.mil

IG

You can click on any program name to find out eligibility requirements, pay and allowances, education requirements and an overview of each program.

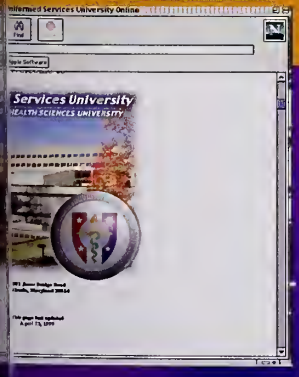
For specific information on each program you can also go to the Bureau of Naval Personnel Web site at **www.bupers.navy.mil.** Look under NAVADMINS for the most recent changes to instructions concerning each officer program. For example, look under NAVADMIN 030/98 for OCS Naval Flight Officer and Supply Corps Commissioning Opportunities. LDO and CWO programs are found under NAVADMIN 066/98. Seaman-to-Admiral program information is found under NAVADMIN 090/98 along with revisions in NAVADMIN 091/98.

If you're interested in a career in Navy medicine you can look on **www.usuhs.mil** to find out about how to become a medical officer. There's also the Medical Enlisted Commissioning Program (MECP) found in BUPERSINST 1131.3 and the Health Care Administration and Physician Assistant Sections of the Medical Service Corps, Regular Navy which can be found in BUPERSINST 1131.2.

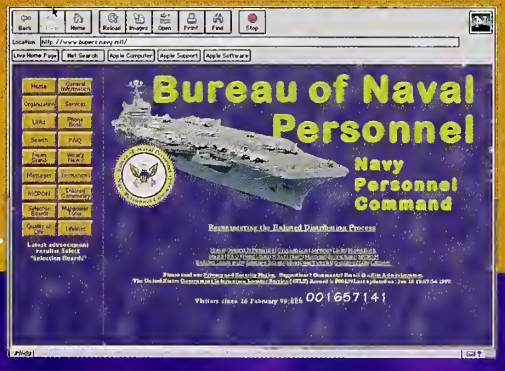
Unfortunately, CyberSailor is too old to get into the officer programs. Make sure you don't waste your opportunity. Go check it out today.

Remember, if you want to find out what program is best for you, see your command career counselor. And don't forget the Web for more information as well.

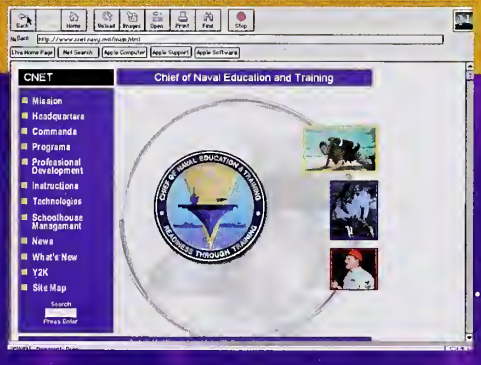
CyberSailor



www.usuhs.mil



www.bupers.navy.mil



www.cnet.navy.mil

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are lookin for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



FUTURE FLYER

A prospective naval aviator checks out how it feels to sit in the pilot's seat of o of the many jets on display at the Norfolk Naval Base Air Show.

Photo by PH3 Jessica Werling



IOME AGAIN

SS *Enterprise* (CVN 65) returned to Norfolk Naval tation and many warm welcomes after a highly suc- essful six-month deployment to the Mediterranean Sea nd the Arabian Gulf.

hoto by PH2 John Mahoney



SAM I AM

USS *O'Kane* (DDG 77) fires off one of her surface-to-air missiles during sea trials in the Atlantic.

Photo by PH3 Phil Hartman

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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Mail your submissions to:
NAVY NEWS PHOTO DIVISION
NAVAL MEDIA CENTER
2713 MITSCHER RD., S.W
WASHINGTON D.C. 20373-5819

Eye on the Fleet



IT'S ALL IN THE WRIST

MRFN Porfirio Yldefonso from Manila, Republic of the Philippines, machines "T" coupling measurements for a low-pressure compressor in the machine shop aboard USS *Bataan* (LHD 5).

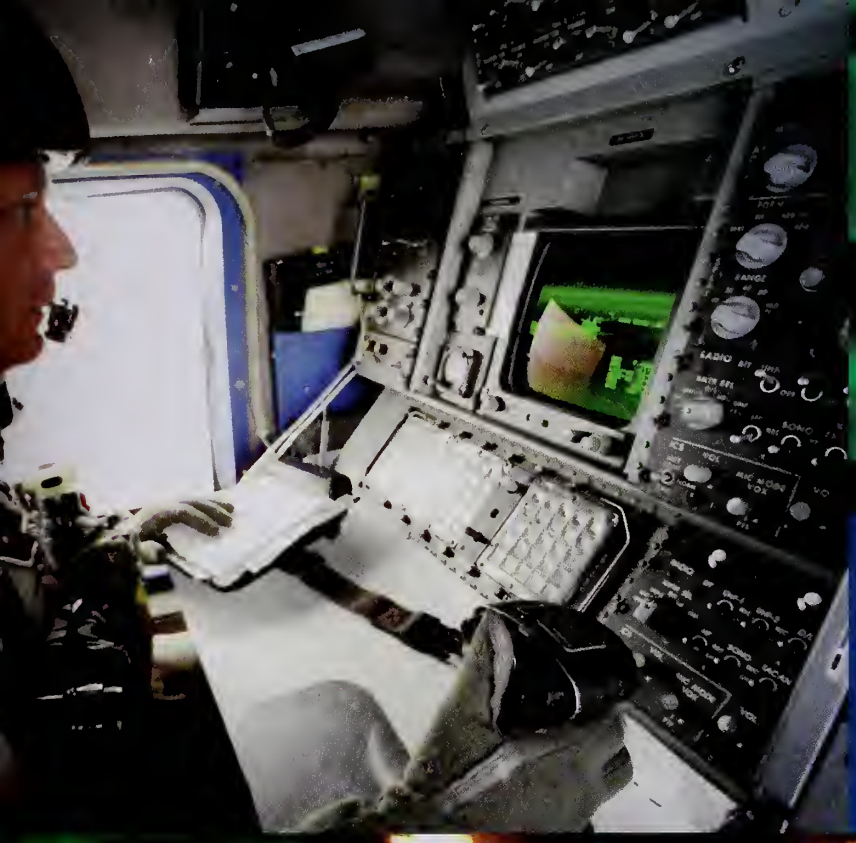
Photo by PHAN Dennis Timms



PICKING UP THE PIECES

PR2 Jodi L. Biser, assigned to Navy Fleet Air Reconnaissance Squadron (VQ) 4, clears debris from a neighborhood near Tinker Air Force Base, Okla. The base and surrounding areas were devastated by a massive tornado that ripped a two-mile wide swath through much of Oklahoma and Arkansas. Sixteen Sailors assigned to the squadron lost their homes in the disaster.

Photo by LT Monica Richardson



EYE IN THE SKY

AW1 Jim Rogers monitors a surface contact on board an SH-60B *Seahawk* assigned to the "Scorpions" of Anti-Submarine Squadron (Light) (HSL) 49, embarked aboard USS *Hewitt* (DD 966) in the Arabian Gulf.

Photo by PH1 Spike Call



JUST PLANE HOT

Crew members from USS *George Washington* (CVN 73) take part in a live fire-fighting exercise using the Mobile Aircraft Fire Fighting Trainer on the flight deck.

Photo by PHAN Shirelle Graves

The Final Word

Fire and Brimstone

By JO1 Robert A. Benson

Right up until Machinist's Mate 3rd Class Michael Congdon came along, Connecticut resident Johnathan Vitale was having a bad day.

He was in a semi-conscious stupor, near death, and being burned alive in flames from the waist down. Ten feet away, Vitale's friend lay dead after being jolted by 7,000 volts of electricity.

Smoke was everywhere and the flames were spreading, inching their way closer to a big truck full of dynamite. "ROLL ON THE GROUND!" ordered Congdon. Vitale hesitated, looked up in a confused, half-awake gaze as he burned, then slowly complied.

But that was only the beginning of the story.

The horrific scene that Congdon came across as he made his way to work last year on May 26 was one he won't soon forget. The memories were brought to life as he told his story recently at an award ceremony where he received the Navy/Marine Corps Medal.

Pulling off the road to investigate the calls for help, he became a witness to mayhem: A tall drilling rig had accidentally come in contact with overhead power lines, causing the entire rig, including Vitale and his partner, to become electrified.

Congdon immediately responded. He ripped off his dungaree shirt and doused the flames eating Vitale, who, after being electrified, was thrown from the rig. At the same time MM1 Smith happened upon the scene and began doing the same. Attention was next focused on Vitale's partner. Smith approached to check for a pulse. As he reached down toward his neck, he was enveloped in "a tingling sensation." Congdon told him to back off, perhaps saving yet another life.

Still, that was only the beginning of the story.

The flames spread to nearby grass, shrubbery and the power line overhead. Quickly Congdon rolled Vitale out of harm's way. He found a fire extinguisher and used it. "As we were stepping back, the power line fell down in front of us and the transformers exploded," recalled Congdon. The arcing wires and flames narrowly missed a nearby truckload of dynamite.

Soon the police arrived. Congdon gave his statement, then quietly drove to work in disbelief. He didn't even look in the rearview mirror as he drove away.

Perhaps the mirror was reflecting painful memories he'd rather not recall.

Remember, that was only the beginning of the story.

Soon after the rescue, his wife was killed in a car accident. His son was placed in the Exceptional Family Member program after being diagnosed with a heart problem (the 10-year-old will require open-heart surgery in the future). And last month, a drunk driver missed a turn, veered off the road, jumped Congdon's front yard fence and plowed into the house while he was asleep inside.

Through the difficult times, Congdon relied on those around him: family, friends and shipmates who gathered at the award ceremony in May to honor a hero.

There, a forever-grateful Jonathan Vitale, overcome with emotion, badly burned and unable to walk like he used to, stood proudly by Congdon's side. The pain and suffering he endured was bravely hidden.

And so was Michael's.

Did you know?

The WNBA's #1 draft pick for the 1999 season was four-time All-American Tennessee star Chamique Holdsclaw. Holdsclaw reported to the Washington Mystics' training camp in May. She got off to a roaring start in her debut, June 10, scoring 18 points and grabbing six rebounds.

The Naval Academy's fight song "Anchor's Aweigh" was composed around the turn of the century by LT Charles Zimmermann, who was the school's bandmaster. The lyrics were written by Midshipmen 1st Class Alfred H. Miles. The song made its debut at the 1906 Army-Navy football game and later became the official song of the U.S. Navy. Anchor's Aweigh gained national exposure in the 1920s and 1930s when it was aired over radio stations and featured in several popular Navy films.

The first ever live television broadcast from a U.S. Navy aircraft carrier at sea occurred May 12, 1999, aboard USS *Theodore Roosevelt* (CVN 71) as she transited the Ionian Sea in support of Operation *Allied Force*. While clear, uninterrupted video and audio streamed via satellite from the carrier to NBC studios in New York, "Today Show" host Matt Lauer conducted several interviews with TR Sailors. The technology that made it all possible came from the ship's state-of-the-art satellite system, called Challenge Athena.

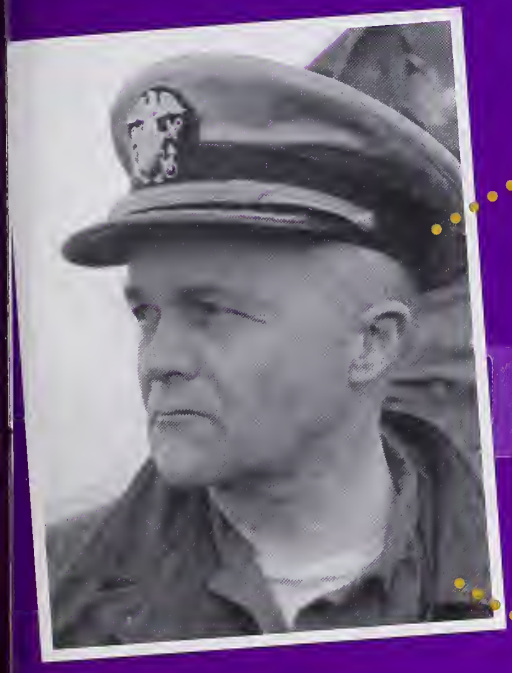
Aboard Navy ships, bells are struck to designate the hours of being on watch. The practice stems from the days of sailing ships, when most Sailors couldn't afford to have their own timepieces and relied on the ship's bells to know when to report for duty. The ship's boy kept time by using a half-hour glass. Each time the sand ran out, he would turn the glass over and ring the appropriate number of bells.

SAILOR



Commander Richard E. Byrd:
SAILOR, EXPLORER, ADVENTURER ...
First person to fly over the North Pole (1926) and South Pole (1929).

EXPLORER



Captain Edward L. Beach:
SAILOR, EXPLORER, ADVENTURER ...
Commanded the submarine USS *Triton* (SS[R]N 586) on her record-breaking circumnavigation of the globe ... submerged.



ADVENTURER

Seaman Beatrice Gutierrez:
SAILOR, EXPLORER, ADVENTURER ...
Discovering the world on board USS *Abraham Lincoln* and ...

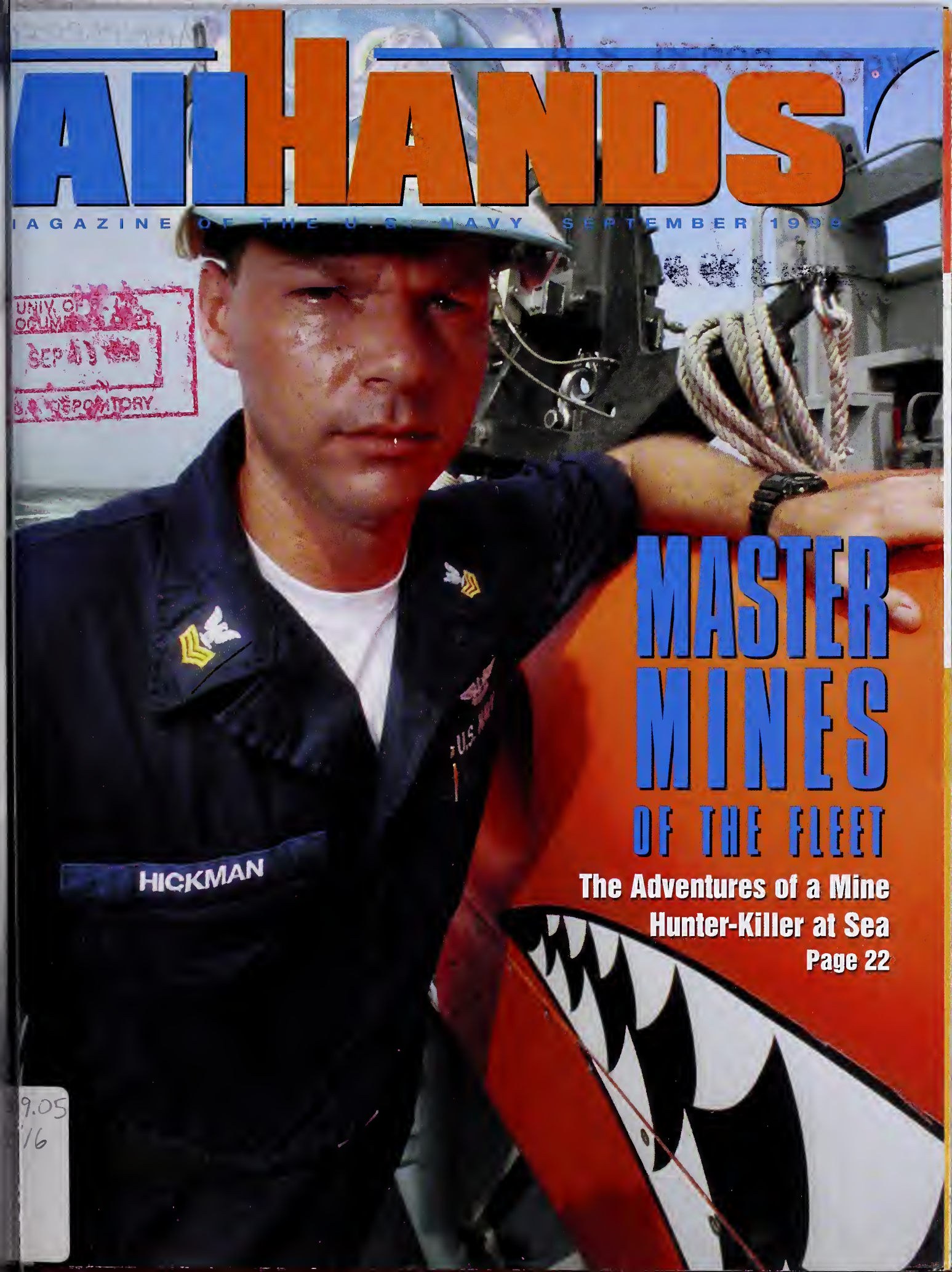
...MAKING NAVAL HISTORY


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MAGAZINE OF THE U.S. NAVY
AUGUST 198
021

All HANDS

MAGAZINE OF THE U.S. NAVY SEPTEMBER 1999

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MASTER MINES OF THE FLEET

The Adventures of a Mine Hunter-Killer at Sea

Page 22

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All Hands
September

Features

12 Destination: Key West

There's something undefinable about Key West. It's a place of beauty, warmth and tropical breezes; a place where, until recently, local phone numbers contained only five digits; and the Sunday *New York Times* often arrives on Monday.

16 Double Trouble

The world of women's tennis is getting used to the dynamic duo of Venus and Serena Williams. In an *All Hands* exclusive story, find out how these two young women excel in this intense sport and still stay friends – with their family and each other.

20 Clearing the Way

In this decade alone, the Navy has done more to advance mine warfare technology than in its entire history. The next decade promises to be more exciting as that technology reaches the fleet.


16

22 Seek and Destroy

Hunting mines has been Mineman 1st Class (AW) Tim Hickman's goal. Now, after a 13-year wait, he finally gets his turn in the hot seat aboard USS *Kingfisher* (MHC 56).

28 Trailblazers

Today, America's mine warfare triad of mine countermeasure ships, helicopters and explosive ordnance disposal divers ensure the U.S. Navy has complete command of the sea. Here's how they do it.

All Hands

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The Honorable Richard Danzig

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ADM Jay L. Johnson

Chief of Information
RADM Thomas Jurkowsky

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Number 989

30 Master Mine
According to Mineman 1st Class Katherine Frunz, an instructor at the Mine Warfare Center, Ingleside, Texas, there's no room for mistakes when you're a mineman. She teaches her students that the job must be done right the first time – or there won't be a next time.

34 Full Speed Ahead
This year, seven Navy recruiters were invited to the Indianapolis 500, not as guests in the viewing stands, but as working members of various pit crews. Ship's Serviceman 1st Class Ben Mueller, a member of Team Cheever, learned that just like the Navy, teamwork is everything.

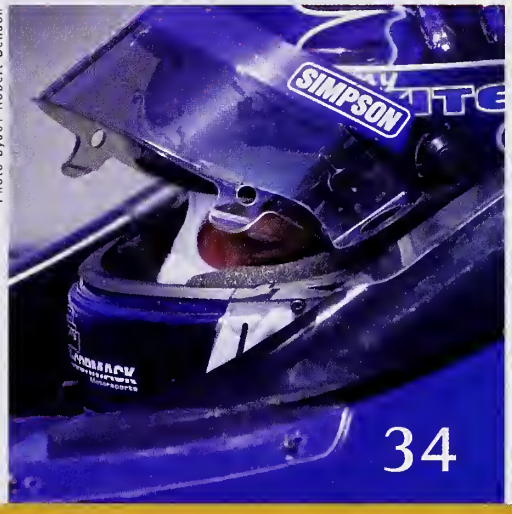


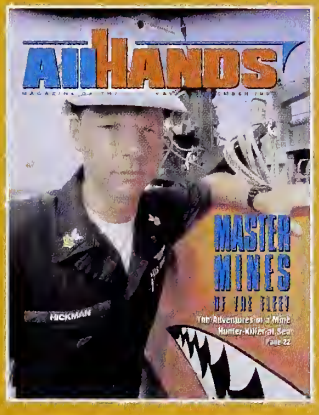
Photo by JO1 Robert Benson

Departments

6 Letters
7 Around the Fleet
42 CyberSailor
44 Eye on the Fleet
48 The Final Word


Illustration by Seth Sirbaugh

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Cover
Since reporting aboard USS *Kingfisher* (MHC 56) 11 months ago, MN1(AW) Tim Hickman has earned himself a reputation as the ship's "man in the hot seat." Hickman locates, identifies and destroys enemy mines using "Shania," *Kingfisher's* high-tech, state-of-the-art mine neutralization vehicle.

Photo by JO1 Jason Thompson



On the Back Cover
ABM3 Dennise J. Kornfeld of Elridge, Md., waits by a flight deck refueling station on board the aircraft carrier USS *John F. Kennedy* (CV 67). Kornfeld supervises three airmen tasked with the safe refueling of aircraft.

Photo by PH1 Lance Kirk

Mine Hunter



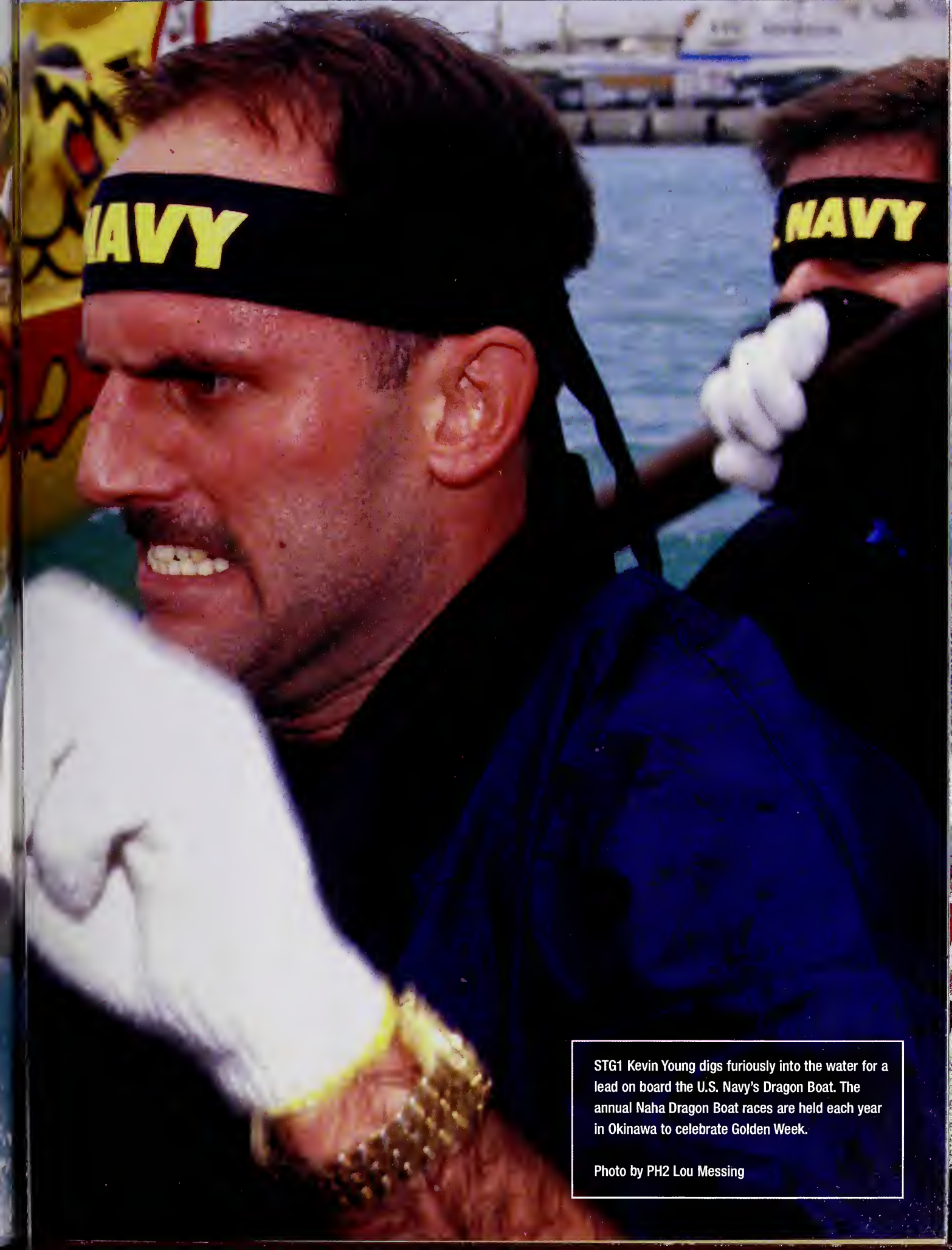
On board USS *Kingfisher* (MHC 56), SN Terrell Willis from Brooklyn, N.Y., and SN Enrique Mosquera from Ecuador, South America, keep the Mine Neutralization Vehicle/Remote Operated Vehicle (MNV/ROV), nicknamed "Shania," steady as she's eased into the ocean. BMC Larry Naumann signals the crane operator.

Photo by PH3 Lena Gonzalez



Row-Man Warrior





STG1 Kevin Young digs furiously into the water for a lead on board the U.S. Navy's Dragon Boat. The annual Naha Dragon Boat races are held each year in Okinawa to celebrate Golden Week.

Photo by PH2 Lou Messing

Letters

Standing Room Only

Editor,

I love to read *All Hands* and the stories it provides to the fleet. However, the cover on the June 99 issue caught my eye as a little disturbing. As an AS, I can't believe there are personnel standing on the support equipment. I know if I see people standing on my equipment, I make them aware of the policy rather quickly. This is not quite the example we want the fleet to see when we are trying to stop personnel from standing on our equipment.

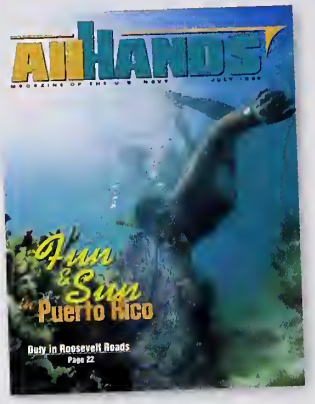
AS2 Tuttle, HM-15,
USS *Inchon* (MCS 12)

Editor's Note: *The photo was staged strictly for artistic purposes and not intended to depict actual equipment usage or safety violations. That said, you are absolutely correct in calling us on it. We regret any confusion as to our intent.*

Coral Conundrum

Editor,

I have just received the July issue of *All Hands* and I was appalled at the picture on the cover. I am an avid diver who has dived all over the world, and I could not believe that the Navy published a picture of an individual doing one of the most destructive acts to our under water world.



Touching live coral!

The act is against the law in just about every country and in the United States. Our coral reefs are having a hard enough time trying to regenerate themselves because of this act and other environmental factors.

HM1(AW/FMF) Jason Berry

Editor's note: *Like you, we fully support the Navy's efforts to act as good stewards of the environment. We assure you the Sailor depicted in this photo was pointing to and not touching the coral. Regrettably, the angle at which the photo was taken gives the impression the coral was touched.*

Mistaken Identities

Editor,

I am writing to inform you that the wrong picture is in the Shipmates area of the *All Hands* magazine for the month of July 1999.

I am located at the Boise MEPS located in Boise, Idaho. The picture of the person that you inserted as being selected for Naval Construction Battalion Unit 410 Seabee of the Year for 1998 is not UFC Robert F. White. That face belongs to AE2 Donald E. Valentine Jr. whom I work with at the Boise MEPS.

AE2 Valentine was recently commended for saving the life of a little girl in the local Boise area.

Denise Harvey
PAO Representative
Boise MEPS

Editor,

On the cover of your June issue, the person listed as No. 7 is not QMSA James Wagoner. The right person is Seaman Apprentice Terry of 2nd Division of USS *George Washington* (CVN 73).

BM2 Van N. Skipper
USS *George Washington*
(CVN 73)

Editor,

One of the articles in the July issue on Page 10 talks about USS *Dubuque* (LPD 8). The picture shown in the article is not a picture of *Dubuque* or even of the same class of ship. It is a picture of an LSD-class of ship.

Just a little reminder that all types of personnel read *All Hands* and junior personnel just might get a little confused matching the right class of ship with a picture in an article.

Keep up the good work putting out the valuable info to the troops.

IC1 John Brockmeyer

Tell us something we don't know.

Send your comments to: *All Hands*, Naval Media Center, (ATTN: Editor), 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 or e-mail: allhands@mediacen.navy.mil

Who's Counting

127.4
Speed (in miles per hour) of the fastest ball on record to be served by a woman tennis player. The record is held by 18-year-old tennis star Venus Williams.

650
The number of Japanese ships sunk off the coast of Japan during World War II after U.S. aircraft laid more than 12,000 mines around Japanese shipping routes and harbor approaches.

11
The average number of seconds it takes to change four tires and fuel an Indy car during a pit stop at the Indianapolis 500. At this year's race, seven Navy recruiters witnessed the pit action as honorary crew members on various race teams.

77
The average annual temperature of Key West. It varies no more than 12 degrees in either direction. Key West is the only frost-free city in the United States.

47,000
Number of daily rations delivered by MH-53 *Sea Dragon* helicopters from USS *Inchon* (MCS 12) to refugees in northern Albanian camps during Operation *Shining Hope*.

80
Percentage of SURFLANT ships that have gone to expanded duty sections in port; some boast as many as eight duty sections.

21
Weight in tons of a single MH-53 *Sea Dragon*, the U.S. Navy's largest and most powerful helicopter. It plays a crucial role in airborne mine countermeasure (AMCM) missions, including both minehunting and minesweeping.

Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
122	16	29	59



Y2K and You



Recently, we received a letter from a Sailor who asked us to recap the whole Y2K problem. It's a fair question, especially given the spurt of renewed media attention the problem has been getting. Basically, Y2K refers to the potential failure of any device that relies on embedded computer chips or programs for date and time information. To save memory and reduce processing time, the earliest computer programs dropped the first two digits of the year. Thus, 1975 became simply 75. Unless modifications are made, many systems will interpret Jan. 1, 2000, as Jan. 1, 1900. Fortunately, federal, state and local governments as well as businesses, banks and utility companies have been working for some time to resolve potential Y2K problems. While we can't rule out altogether the possibility that some glitches could occur when we cross the millennium, the Navy has been working diligently to ensure there is no loss of mission capabilities and to keep Sailors and their families informed of Y2K issues.



Here are a few other very good questions:

Q: Will holiday leave periods be affected by Y2K concerns?

A: Navy leave will not be arbitrarily restricted or canceled and should not be otherwise impacted by the turning of the millennium. Of course, as always, leave must be coordinated around operational requirements and commitments.

Commanding officers will determine and put out leave policy as the holiday season approaches. Reminder: after any leave period you should check that your leave and earnings statement (LES) accurately reflects your leave balance. It would be prudent to keep copies of your LES from both before and after your leave period.

Q: What should I do if I am on watch at midnight on New Year's Eve?

A: It is unlikely that anything out of the ordinary will happen. By then, the Navy will have completed all Y2K upgrades and installations. Both ship- and shore-based systems should recognize Jan. 1, 2000, just like any other day. For those in port, shore facilities have conducted testing to prevent power outages and to assure continuity of pier services like electricity, water and sewage. If you have the mid-watch on New Year's Eve and are responsible for equipment that relies on an electronic calendar, you will want to ensure that your systems have satisfactorily accepted the date change. If problems do occur, report them to your watch officer or LPO and follow casualty procedures as you normally would do.

Q: Will there be technical support available in case something does go wrong because of the Y2K date change?

A: Technical support is always available in the case of equipment casualties. The Navy is taking extra precautions to ensure that the sufficient number of properly trained support personnel will be available or on call if system casualties do occur during the year 2000 crossover.

Do you have a Y2K question you would like us to answer? Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

All Hands, Naval Media Center
(ATTN: Y2K and You),
2713 Mitscher Rd., S.W.
Washington, D.C. 20373-5819.

Or you can send us an e-mail at allhands@media-cen.navy.mil. Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

Around the Fleet

New Education Opportunities to Come On-line Soon

In a recently released message to commanding officers about Navy Education Vision, ADM Jay L. Johnson, Chief of Naval Operations, said he wants to place immediate emphasis on incorporating educational accomplishment into each Sailor's career – both officer and enlisted – to provide Sailors today with the opportunity to make lifelong learning a reality.

The CNO has approved the implementation of a program for the enlisted force called the Navy College Program, which would simplify and enhance the opportunity of every Sailor to earn a college degree.

"In the past, young people joined the Navy to get money to go to college after their service," said Johnson. "Now, young people will join the Navy to go to college while serving their country. This is a powerful notion, and one which will benefit the Sailor, the Navy and the nation."

The Navy has formed partnerships with accredited universities and colleges that will grant credit to Sailors for training and experience gained in their career field, in addition to those credits earned through traditional education.

"Targeted to come on-line in October, I believe this program will have a direct impact on career satisfaction, individual readiness, recruiting viability and force retention," said Johnson. "The Navy College Program will be geared toward the realities of life at sea, and we will use the Internet to provide Sailors with on-line access to their college transcript."

For the officer corps, a series of programs will be implemented to provide every unrestricted line (URL), restricted line (RL) and staff corps officer the opportunity for advanced education as a normal part of their career.

According to CNO, every career officer will be afforded the opportunity to attain both a relevant graduate degree and appropriate professional military education (PME). New opportunities for officers, such as "tuition assurance," a program offering full tuition payment for selected career officers, and "the Washington, D.C. Intern" program, will be offered as early as this fall.

Two new programs will be offered by the Naval Postgraduate School (NPS) to meet the needs of URL officers – the Systems Engineering and Integration curriculum and the Information Strategy and Operations curriculum. Additionally the Naval War College will continue to expand its seminar and correspondence programs to reach broader portions of the Fleet.

According to CNO, this expansion will include part-

(See page 10)

On assignment



Photo by PH3 Lena Gonzalez

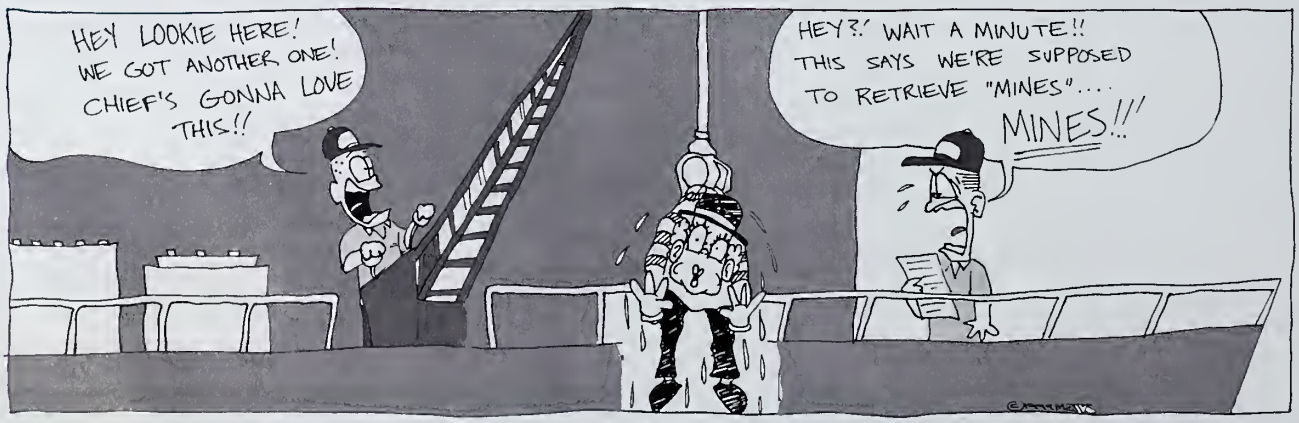
"If you've never sped across the open ocean in a RHIB boat before, then you've really missed out," said JO1 Jason Thompson, sent TAD with PH3 Lena Gonzalez to South Texas to cover aspects of the mine warfare community. "It's a blast! The coolest water park ride pales by comparison."

During the 14-hour underway period, the executive officer aboard USS *Kingfisher* (MHC 56) approved Thompson's request to ride with BM3 Gary Bowman and two other *Kingfisher* crewmembers.

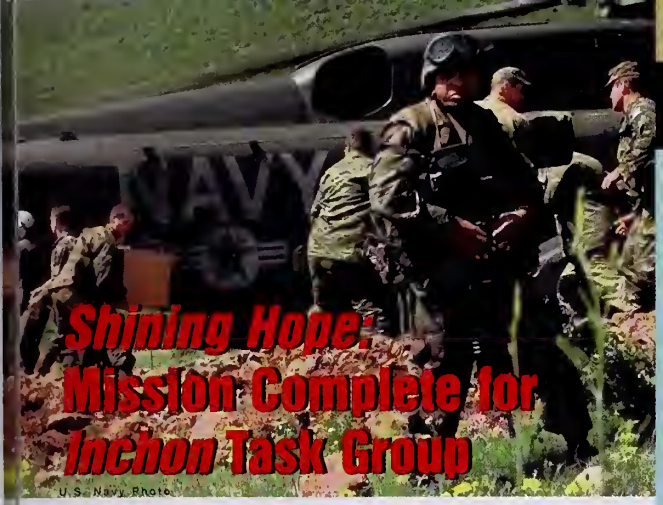
"Two notable things happened to me – one good and one not so good. The good thing was that I shot two rolls of film as the ship tested her water-washdown system. The not-so-good thing was that we navigated through some serious waves. The end result: I underwent my own personal water-washdown. Thanks, BM3. I owe you one!"

Ricky's Tour

By JO3 Mike C. Jones



mikejones43 @ hotmail.com



Shining Hope: Mission Complete for Inchon Task Group

U.S. Navy Photo

Navy helicopters provide airlift capabilities for desperately needed supplies during Operation *Shining Hope.*

As refugees left protective enclaves in Albania in June to return to uncertain futures in Kosovo, USS *Inchon* (MCS 12) quietly departed her station in the Adriatic Sea. She left behind a legacy that will be forever remembered by the hundreds of thousands of displaced people she sustained during Operation *Shining Hope.*

"Without *Inchon*'s helicopters, countless refugees would have been without food and shelter, and many would have no doubt perished," said Capt. H.L. Broughton, commander of Mine Countermeasures Squadron (COMCMRON) Two, embarked on *Inchon* and in overall command of embarked units supporting Operation *Shining Hope.* "The *Inchon* Task Group performed brilliantly. I'm proud of what we've done."

When the crisis in the Balkans flared in April, *Inchon*, the Navy's only mine countermeasures support ship, was en route to the Arabian Gulf to participate in mine warfare exercises with coalition allies. She was re-directed to *Joint Task Force Shining Hope*, the joint humanitarian relief operation in Albania, where her ten embarked MH-53E *Sea Dragon* helicopters could be used to provide assistance to refugees.

The overall commander of *Joint Task Force Shining Hope*, Air Force Maj. Gen. William Hinton said, "*Inchon*'s responsive transportation of humanitarian supplies to refugee camps in Kukes played a vital role in stemming the food crisis and bringing immediate relief to the thousands of starving refugees in northern Albania. We could not have completed our mission without your support."

Inchon's MH-53s delivered more than 640,000 pounds of relief supplies to refugee camps in Albania. They also carried more than 3,000 passengers, including visiting dignitaries, military commanders and media representatives to every corner of Albania.

Initial humanitarian cargo deliveries included more than 47,000 daily rations for refugees in the northern Albanian camps near Kukes. As the situation in those camps stabilized, the *Sea Dragons* switched from delivering food supplies to delivering thousands of tents, sleeping bags and medical supplies.

"Our MH-53Es were perfect for this mission," Broughton said. "*Sea Dragons* can carry a payload of up to 16,000 pounds or 55 passengers. They're rugged, reliable and their crews are exceptionally well-trained."

"*Inchon* was the right platform, with the right equipment, in the right place, at the right time," Broughton said. "Thousands of refugees are going home thanks to the hard work and dedication of this team."

Inchon returned to her Ingleside, Texas, homeport in late July.

Story by LCDR John Fleming, USS Inchon *Task Group Public Affairs.*

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

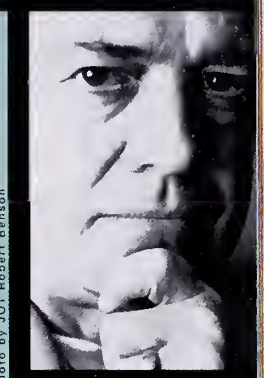


Photo by JO1 Robert Benson

Q: To what do you attribute the fall in quality of recruits coming out of Recruit Training Center (RTC)?

A: There is no fall in the quality of recruits coming out of the RTC. Boot camp is more demanding now than it was when most senior enlisteds went through. To graduate boot camp today, recruits have to meet much higher standards than ever before. Combined with a tougher regimen, young Sailors are taught military bearing, that is, they PT six times a week, and they know how to wear their uniform. So what goes wrong? Once we get these new shipmates on board our ships, we need to take personal responsibility to reinforce what they learn in boot camp. The best way to do this is to know what they learn there, and then to hold yourself to the same standards.

Q: What do you think is the most important thing for a junior officer to do for his people?

A: Value your people for all they do for you and the Navy! Next, advise your troops on the opportunities available to them while in the Navy. Let them know that every Sailor counts and individual work is very important. Give them plenty of direction and authority to accomplish a mission, and hold them to high standards in the achievement of that mission. This builds pride from the deck-plate Sailor to the commanding officer.

Q: Is the retention problem being fixed?

A: Retention is a top priority for everyone in the Navy's chain of command. One of the big improvements to increase retention is moving closer to paying Sailors what they're worth. Everyone will get a minimum 4.8 percent pay raise Jan. 1, 2000. Most Sailors know that. This is not a one-time restructuring deal. Everyone, from the President on down, is working to close the pay gap that has grown for service members over the past few years. Sailors can look forward to a Pay Table Reform starting in July 2000.

While money should help increase retention, let's not get away from the basics. Almost everyone is in a leadership position sooner or later. As leaders, they should challenge themselves to help grow their junior Sailors from day one, so they, too, are ready to seize opportunities when they arise. The Navy offers so much. We just need to push ourselves in making Sailors aware of the opportunities in front of them.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet

TIME CAPSULE



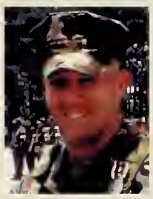
This month, *All Hands* looks back at what we were publishing toward the end of World War II. We grabbed a copy of the September 1944 issue, and this is what we found:

We ran photos of the triumphant American return to Guam in July 1944 when, after rigorous fighting, U.S. Marines reconquered the first U.S. territory captured by the Japanese.

Meanwhile, Washington, D.C., was taking on a whole new look that fall, as so-called temporary buildings sprouted up all over town. The Navy Department Buildings ran right along Constitution Ave., from the Lincoln Memorial to the bottom of the Reflecting Pool on 17th St. The WAVES marched in formation at the Washington Monument and lived in barracks located near the Pentagon in Arlington, next to the Communications Annex on Nebraska Ave. and out in Potomac Park.

We also ran a story about Sailors in the New Orleans Shore Patrol (SP) that provided some insight into their duties. After SP school at the Naval Training School, Algiers, La., they find that it's not just about arresting disorderly Sailors anymore. The SPs are ambassadors of the Navy - policemen/diplomats who maintain order, dispense information and instill public confidence. Other subjects in this action-packed issue included: How the Navy makes battle recordings for "Ear-witness" radio; what to do when it's time to vote; how the Navy gets movies to Sailors; EOD clears harbors; and how to take care of your torpedoes.

SHIPMATES



Builder 1st Class **Eric W. Hass**, of Naval Mobile Construction Battalion (NMCB) 7 was recently awarded the Marvin G. Shields Medal. The award, named for the only Seabee to have earned the Medal of Honor, is awarded annually to the most outstanding enlisted Seabee in the eight Atlantic and Pacific Fleet Seabee battalions. Hass was selected to receive this award for his superior performance while deployed to Puerto Rico and Honduras in response to Hurricanes Georges and Mitch.



Cryptological Technician Aviation 3rd Class **Brenda Hoover** was selected as the Naval Technical Training Center Corry Station Junior Sailor of the Quarter for first quarter 1999. Hoover works in the base administration support department as the command awards clerk. Hoover was recognized for her dedication and hard work in the office, and also for her extensive volunteer efforts as a juvenile drug court mentor and her work with the recreation and Navy Ball committees.



Navy Counselor 1st Class **Donté L. Jackson** was recently selected for the FY99 Seaman-to-Admiral Program. The Andalusia, Ala., native had also been selected as the 1998 Sailor of the Year for the Naval and Marine Corps Reserve Center, Washington, D.C., while command career counselor. His contributions were critical to the command winning the 1998 Golden Anchor Award. Jackson will attend Hampton University this fall.



Yeoman 1st Class **Jerry A. Yost** was recently selected as the Pentagon's 1999 Sailor of the Year. He received this award along with his third Navy Achievement Medal for superior performance while serving as the administrative assistant to the special counsel for the CNO. As vice president of the First Class Petty Officer's Association, he improved the Petty Officer Indoctrination Course. Additionally, he spearheaded off duty projects such as providing clothes for the homeless and home repair for the aged.

Education

(continued from page 8)

nering with NPS to offer PME to all Navy students at Monterey, Calif.

Johnson also said that new emphasis and funding priority will be placed on the development of distributive learning courses for both PME and graduate education. "The bottom line is that educational milestones will continue to rise in importance in an officer's career path, irrespective of designator," said the CNO.

"Our goal is a better-educated force from seaman to admiral," Johnson added.

Details on the implementation of these new programs will be explained through a series of Navywide messages and information channels.



Photo by PHAN Andrea Seymour

ADM Jay L. Johnson, Chief of Naval Operations, finds out what Sailors think while visiting with the fleet. Here he talks with AN Alan Milan, from Ft. Lauderdale, Fla., during a visit to USS *George Washington* (CVN 73).

LIFTING MORALE on the waterfront

Expanded duty sections

Smart Ship, Smart Work, Inter-Deployment Training Cycle Reductions – what does it all mean? For many Sailors, it means more time at home when in homeport between deployments. Many ships have expanded to eight or more duty sections inport from the traditional norm of four – a radical concept for some Sailors on the waterfront, but a refreshing way of doing business for the ships taking on the initiative.

"The majority of SURFLANT ships, up to 80 percent, have gone to expanded duty sections in port," said CAPT Bob Perry, SURFLANT chief of staff and member of the Fleet Review Board.

The Norfolk-based USS *Cole* (DDG 67), with her crew of 280, transitioned into a new eight-section duty rotation in April. "Initially, we had a lot of skeptical crew members, especially from the engineering side, because they thought they may be pulling triple watches," said Master Chief Sonar Technician Paul Abney, *Cole*'s command master chief.

"A majority of the crew likes the eight-section duty, because they get a bigger break between duty days," said Abney. That's the goal of the new initiative, which does have tradeoffs. Abney said USS *Cole* accomplished her goal, but added, "You have to maintain a proper balance of experience, number of personnel and qualifications across all duty sections."

By combining some watches and eliminating others, *Cole*'s duty sections now have 30 Sailors instead of 40. Most of the reduction came from the fire party. *Cole* now operates with a 10-person inport fire party instead of 18.

Commands must also rethink the way they conduct business during the normal workday, according to Abney. "We looked at the after-hours work done by the duty section and shifted work that was risky to the normal working day." The command used Operational Risk Management procedures to determine which jobs must have risk reduced by moving them to the normal work day. Transferring fuel was one of those jobs.

Duty days are more hectic for Sailors, and duty obligations consume most of their time. According to ENS Pete Rybski of the Norfolk-based USS *San Jacinto* (CG 56), "you get used to the fact that on your duty day you can't get much done other than watchstanding and duty requirements, but the trade off is well worth it for the extra days not on duty." Sailors also noted that their leaders expect that duty days are for duty and they can complete the normal workload on non-duty days.

As more IDTC requirement reductions come on-line, the number of ships moving toward eight-section duty is growing. According to Master Chief Machinist's Mate (SS) Thomas Hefty, U.S. Atlantic Fleet Master Chief, "The reason this is growing is we've lifted off some of the requirements from the past. The biggest requirement was keeping Sailors on board to man complex fire parties. Now, we have said to our ships, 'your fire party only needs to consist of the initial response team.'"

Increasing the inport duty sections is an idea that started with the Smart Ship Project and represents ideas based on the CNO's initiatives to reduce unnecessary requirements in the Inter-Deployment Training Cycle.

The IDTC reductions from the CNO have gone a step further than the individual unit level and eliminated many of the inspections and administrative requirements that did not contribute to fleet readiness. The time freed up gives commanding officers the flexibility to focus on specific needs, whether it is training, maintenance or more time at home with families.

Story by Atlantic Fleet Public Affairs.

A glance at some CNO IDTC initiatives:

Elimination of:
- Propulsion Examining Board
- Pre- and Mid-Deployment Aviation Material Condition Inspections
- Tempest Inspection
- Ordnance Qualification/Certification Program Inspection
- Some PQS Program Requirements

Reduction in:
- Shipboard Watches
- Preventative Maintenance Hours
- Logistics Inspection Days and Assist Visits

Modifications to:
- Retention Program
- Security Procedures
- Electrical Safety Program
- Maintenance Training Improvement Program (MTIP)
- General Military Training Program

There's something indefinable about Key West — a balance of exotic remoteness, cultural heritage and artistic freedom. It draws Sailors and civilians alike: "I came down for a weekend six years ago ... and I'm still here," says one Key West resident.

If it weren't for the transient nature of the Navy, Sailors would probably claim the same. Duty station Key West — a place of beauty, warmth and tropical breezes; a place where, until recently, local phone numbers contained only five digits, and the Sunday New York Times often arrives on Monday.

Destination Key

Story and photos by JO1 Robert Benson

Top Right: This truck came to the island for the weekend some 40 years ago and never left. Many Key West natives – "Conchs" – claim the same.

Bottom Right: There's no uptown or downtown in Key West, but the picturesque buildings indicate you're in the heart of the city.



West



He's not a quartermaster, but Chief Hospital Corpsman Theodore Martin knows where all the flashing red buoys are in the waters around Key West. He knows the depth of water at Point Bravo, and he knows what pound test line to use to hook a 50-pound Mahi Mahi.

It's stuff he's picked up on his off time, while spoiling himself, courtesy of the Navy. Martin considers himself an honorary Conch (pronounced "konk"), a native of Key West, and he epitomizes the island's laid-back lifestyle every weekend, when he rents a 21-foot, 150-horsepower Rendezvous boat from the Navy's Sigsbee Marina MWR shop and goes fishing, cruising or sunning.

The Navy has a fleet of boats for rent in Key West, but if you'd rather parasail, sit on a sandy beach, golf or sip a tropical drink poolside, that's just as readily available.

For many, Key West – a sunny island that's tiny enough to fit into New York's Central Park – is the ultimate duty



station. Through its rich history, remote location and natural beauty, Key West has earned a notation in just about every national and international map.

The place sits like a jewel in the middle of the sea, the western most island in the Florida Keys just off the southern coast of the Florida Peninsula. Its air quality is pure and the average annual temperature of 77 degrees rarely varies by more than 12 degrees in either direction, with a record low of 41 degrees and a record high of 97 degrees. It has never seen frost or snow. Perennially sunny, the island averages only 39 inches of rain per year.

In addition to a legion of tourists, Key West has also attracted generations of artists and writers who popularized the mythology of the island. Home to Ernest Hemingway, Tennessee Williams, Elizabeth Bishop, John Hersey, Richard Wilbur, Philip Caputo and Thomas McGuane, more Pulitzer Prize winners have lived in Key West per capita than in any other city.

There's an added bonus for single Sailors in Key West – the housing arrangement. Unlike any other setup around the world, single Sailors here can share a home – a Navy home – with two other Sailors. They have run of the house and are free to have pets, do their own cooking, landscaping, maintenance, etc.

"If you talk to most Sailors, they love the living setup," said Chief Mess Management Specialist (SS) Thomas Goldberg. "They take ownership of the home."

Goldberg said although most Sailors have the option of living off base, less than two percent do. He attributes the low rate to the high quality of living on base. "Where else can you get this kind

Top: Welcome to the jungle near the home of ASAA Buddy Copper (left), JO2 David Michniewicz and TC3 Peter Washaski (not pictured). The three share a Navy town home and have complete run of the place – a living arrangement unique to Key West. That arrangement allows single Sailors the opportunity to live in a townhouse, some of the nicest on the island, for their housing allowance.

Right: The yacht harbor at Boca Chica Field, Naval Air Station Key West, draws retired and active-duty Sailors from around the world. Many of the retired Sailors live aboard their yachts, and stay in Key West for the winter … or longer.

of environment and a townhome with a patio, lawn, multiple bedrooms and plenty of living space for your BAH rate?"

Leave that townhouse, wander into the city that has no uptown or downtown, and you'll also find there's no dress code, even for the finest of restaurants. Tolerance is the rule.

Key West is a city which celebrates itself, its history, its diversity and its various reputations in many ways. Festivals and parties punctuate the tourist season. The social calendar is full of fishing tournaments and art festivals; literary seminars and world premiere plays; house and garden tours; international power boat and yacht races; and a lighted boat parade goes on 365 days a year. Most notable perhaps is Fantasy Fest, Key West's answer to Mardi Gras. Visitors from around the world gather here for the 10-day celebration in October.

Even the daily sunset here is a cause for joy and merriment. Each evening a virtual festival occurs at Mallory Square, where artisans, musicians and street performers pack the city pier with eager tourists to celebrate the glorious Key West sunsets.

Juan Ponce de Leon discovered the island in 1513. The first owner was Spanish cavalry officer Juan Pablo Salas. Modern Key West began in 1822 when John Simonton, a Mobile, Ala. merchant, purchased the island for $2,000. The U.S. flag was raised over the island that same year by LT Matthew Perry. He was sent to Key West to examine the feasibility of establishing a permanent base.

Navy history is rich in Key West. Pirates had long used the Florida Keys as a base to prey upon shipping and bury their booty. In 1823, Commodore David Porter employed shallow draft barges and schooners to pursue the pirates throughout the Keys. He destroyed their lairs and drove them from the area.

The entire Atlantic Fleet was stationed here during the Spanish-American War. In February 1898, the battleship *Maine* sailed from here to Havana. She suffered an explosion while at anchor in Havana Harbor and sank, igniting the Spanish-American War.

Naval Air Base Key West was commissioned in 1917. Use of the air base continued sporadically for the next 68 years.

In May 1942, at the peak of German submarine activities off the coast of Florida, 49 ships were torpedoed, 39 of which sunk. A convoy center was set up in Key West and losses dropped dramatically. An estimated 8,000 ships were routed there during the war.

Key West also figured prominently during the Cuban Missile Crisis in 1962, acting as a staging place for ships and aircraft of the Navy's blockading force.

Today, after years of expansion, NAS Key West tenant commands and facilities are spread out over several areas on three different islands.

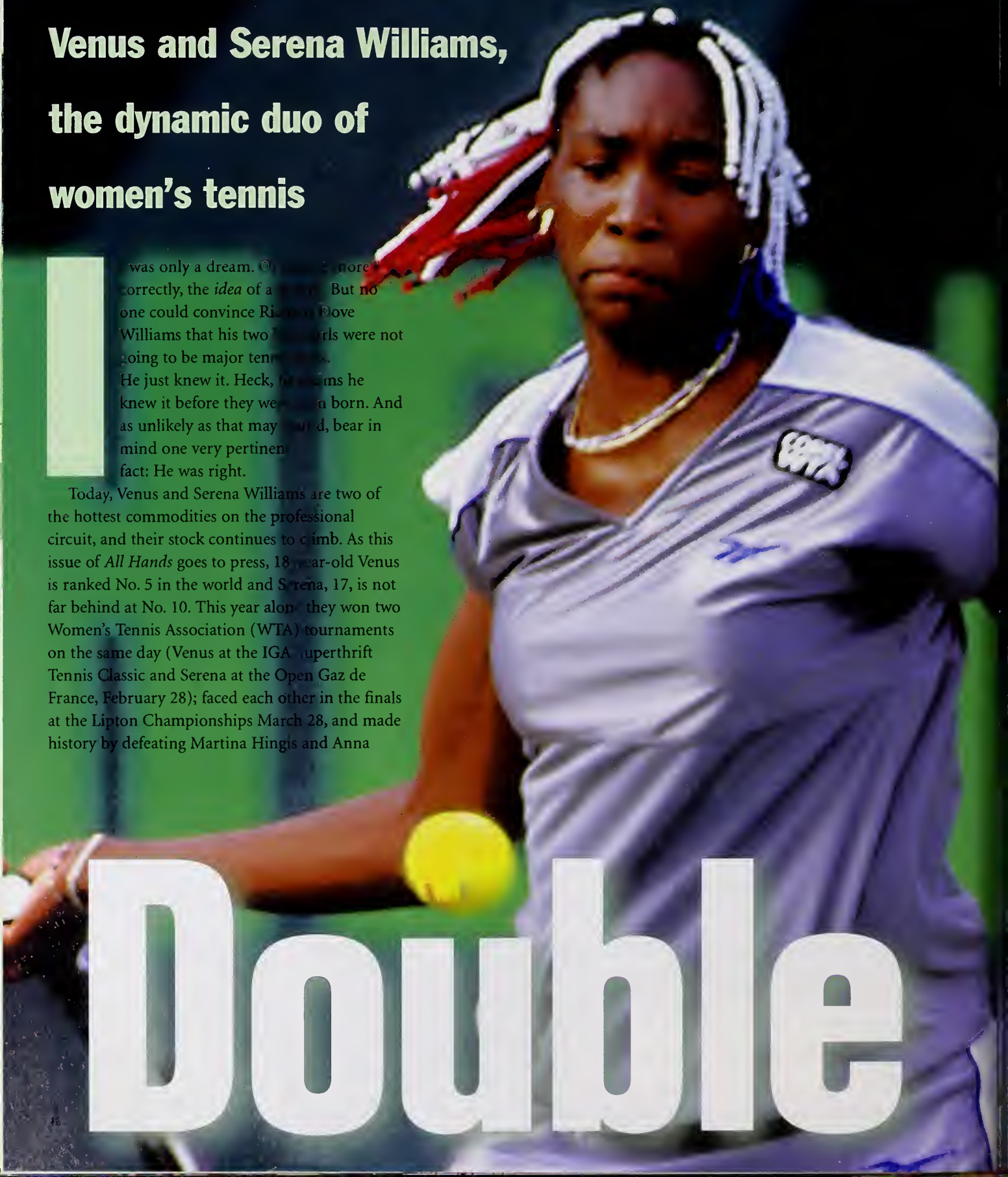
So take off those boondockers and socks, sink your feet in the beach sand and head for Key West.

Benson is a photojournalist assigned to All Hands.



By PH3 Lena Gonzalez Photos by James Bollettieri

Venus and Serena Williams, the dynamic duo of women's tennis

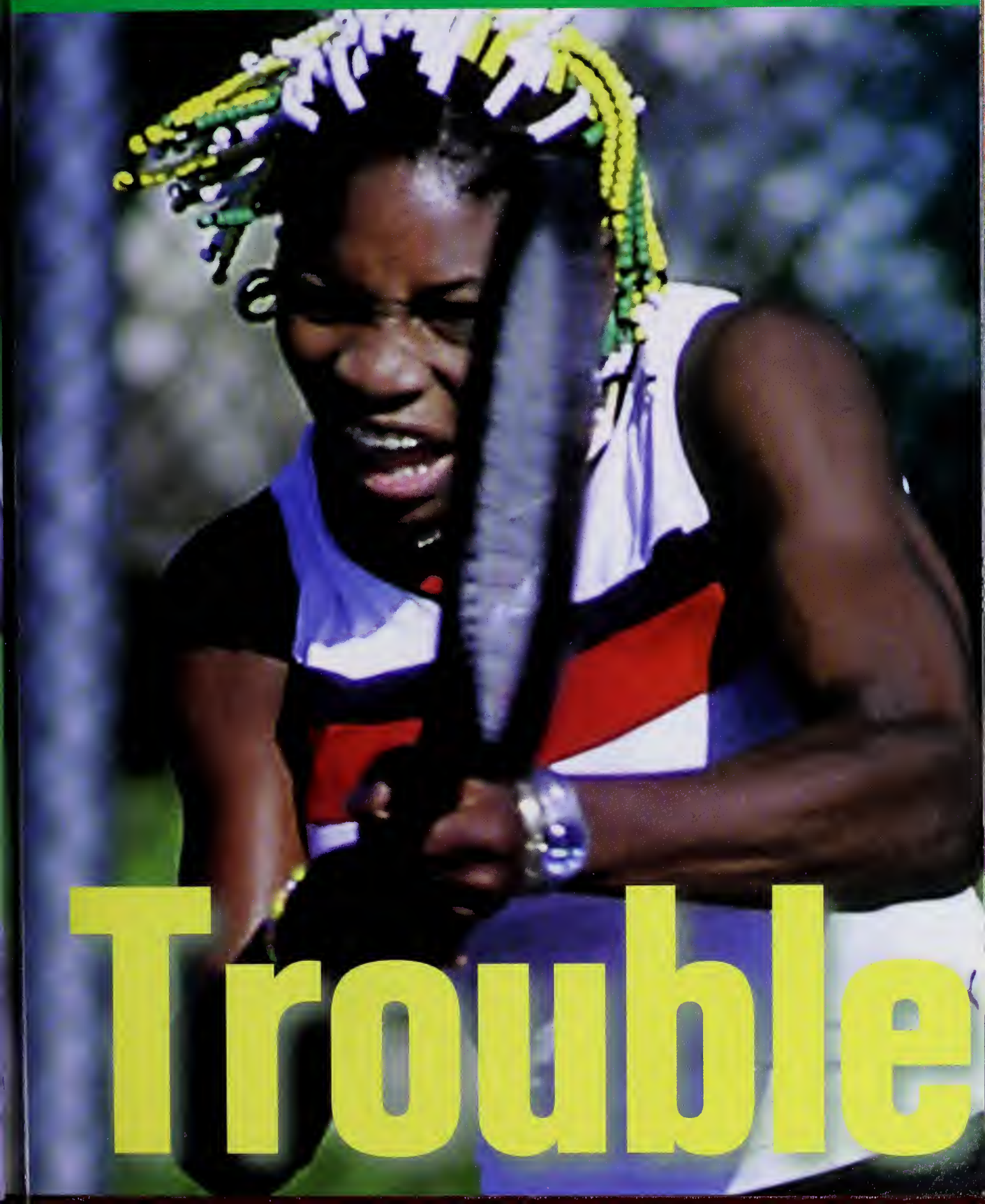


Double

It was only a dream. Or more correctly, the *idea* of a dream. But no one could convince Richard Dove Williams that his two little girls were not going to be major tennis stars. He just knew it. Heck, he claims he knew it before they were even born. And as unlikely as that may sound, bear in mind one very pertinent fact: He was right.

Today, Venus and Serena Williams are two of the hottest commodities on the professional circuit, and their stock continues to climb. As this issue of *All Hands* goes to press, 18-year-old Venus is ranked No. 5 in the world and Serena, 17, is not far behind at No. 10. This year alone they won two Women's Tennis Association (WTA) tournaments on the same day (Venus at the IGA Superthrift Tennis Classic and Serena at the Open Gaz de France, February 28); faced each other in the finals at the Lipton Championships March 28, and made history by defeating Martina Hingis and Anna

s Exclusive



Trouble



Venus (right) and Serena Williams, the dynamic duo, share a big hug after a tough practice. The sisters never let their fierce competition get the best of them.

Kournikova in the French Open doubles championship (6-3,6-7,8-6) June 6, becoming the first sister act to do so. And between the two of them, they've won four Grand Slam mixed doubles and hold nine – that's right – nine singles titles.

Go ahead, call Richard Williams a dreamer. But don't forget that this high school dropout, who taught himself and his girls how to play tennis, also knows a thing or two about making dreams come true.

"My dad always knew that I could be a real player," said 17-year old Serena. "He's worked so hard with Venus and I since we were little." He began training them when Serena was four and Venus was five and never let up. Discipline was the norm on the court and off for the girls. Even in the home. It forced them to be fiercely competitive and self-reliant, and it paid off big time.

"I was only 8 years old when I realized I could go far," remarked Serena, "and my parents were always around to see that discipline was applied. The hours were long and as I look back, I really don't know how I was able to stay out that long and be focused. In the end, though, it was and always is, worth it."

Professional tennis coach Nick Bollettieri couldn't agree more. He says the efforts of the girls' parents to keep them grounded have made all the difference in the world. "I have worked with thousands of students during the past four decades, including seven No. 1 world players. Richard and Mrs. Williams are geniuses in the way they have worked with their daughters. Not only have Venus and Serena become challengers for the very top, but the quality of life and values they hold off the court also meet the highest of standards."

The competition to get ahead in any sport is brutal, certainly no less so in tennis. But how tough is it between sisters? Well, of course, there's a sibling rivalry. You just don't get to be this good without one. But it's the way the girls handle themselves that prove they're real pros. Their finals match against each other in the Lipton Championships marked the first time since 1884 that sisters had squared off against each other for a professional title. Venus took the match (6-1,4-6,6-4), winning her second consecutive Lipton title and defeating her little sister for the third straight time. But the girls walked off the court together – arm-in-arm.

They never let a game, or much else for that matter, come between them.

"Family is so important to us. It provides stability and support in our lives," said Venus. "After all, in the end all anyone has left *is* their family." They both agree the sport could never damage their relationship. In fact, they claim the opposite is true – that it only inspires them to

VITALS STATS

VENUS

Born: June 17, 1980
Birthplace: Lynwood, Calif.
Residence: Palm Beach Gardens, Fla.
Height: 6'1"
Weight: 169 lbs.
Plays: Right-handed
Year turned pro: 1994
Current rank for singles: 5
Current rank for doubles: 19
High rank for singles: 5
High rank date for singles: July 27, 1998
High rank for doubles: 18
High rank date for doubles: March 15, 1999
Career titles for singles: 7
Career titles for doubles: 3
Career matches won: 104
Career matches lost: 39
Year to date matches won: 27
Year to date matches lost: 4
Career prize money: $2,932,546.00
Year to date prize money for singles: $619,202
Year to date prize money for doubles: $46,772

SERENA

Born: Sept. 26, 1981
Birthplace: Saginaw, Mich.
Height: 5'10"
Weight: 145 lbs.
Plays: Right-handed
Year turned pro: 1997
Current rank for singles: 10
Current rank for doubles: 19
High rank for singles: 9
High rank date for singles: April 5, 1999
High rank for doubles: 18
High rank date for doubles: March 15, 1999
Career titles for singles: 2
Career titles for doubles: 3
Career matches won: 52
Career matches lost: 18
Year to date matches won: 23
Year to date matches lost: 5
Career prize money: $905,554.00
Year to date prize money for singles: $479,025
Year to date prize money for doubles: $46,772

Source: Women's Tennis Association, July 5, 1999.

work harder and brings them closer.

For her part, Venus demonstrates that work ethic every day. "My goal this year is to become the WTA's Player of the Year," she said. "This means I have to play superb tennis. I need to be more aggressive and mean when I play." With a record-setting serve of 127.4 mph, some would say she couldn't get much tougher.

Off the court, both girls are equally goal-oriented. "Serena and I are always trying new things in life, keeping ourselves busy," explained Venus. Recent graduates of the Driftwood Academy, where they maintained healthy 3.0 GPAs, they are now taking college courses. Venus also studies French and German; Serena's working on her Russian (her French is already pretty solid). And when they're not smashing balls across the net or surfing, they're publishing their own newsletter, *The Tennis Monthly Recap*, which they'll be quick to remind you is doing quite well. "We now have more than 100 subscriptions from all over the world," boasts Venus.

On the more serious side, vocal Venus has also been heavily engaged in garnering more respect for women in professional tennis, to include trying to close the gender gap in prize money. "You don't get anything free, and the chance of the Grand Slams (besides the U.S. Open) giving us equal prize money without us collectively lobbying for it, would be as good as giving an opponent a match gratis," said Venus. She says women have to stand together and let the Grand Slams know that they are serious.

After tennis – and neither is quite ready to give up the sport just yet – the girls want to forge careers in fashion design, perhaps even opening up their own business one day. Venus has already designed a warm-up suit.

For now, though, they are knee deep in competition, with their peers and with themselves – and they wouldn't have it any other way. Put simply, they're happy. And they're doing things for women's tennis that seemed unfathomable just a few years ago. They're making it exciting and a whole lot more fun to watch.

Like them or hate them, praise them or envy them, the Williams sisters are living proof that the American Dream still thrives. You can become anything you desire. You can pursue your talents and make your dreams come true. Focus and discipline are the keys.

Just ask Richard Williams. Or, better yet, talk to one of his girls.

"There's no limit to what you can achieve when you start going after your dreams," said Serena. "When you feel like quitting - don't. You can do it. The strength is always inside of you."

Gonzalez is a photojournalist with All Hands.

The year is 2004. It's 0-dark-30 and a Navy battle group steams quietly along the coast in a 21st century theater of operation …

Mineman 1st Class (SW) Mike Manta, lead operator on the embarked mine warfare fleet introduction team sits at a console in the command information center (CIC) aboard the battle group's forward destroyer.

With a confidence borne of years of experience, Manta points to the console's sonar screen and explains the contact to the tactical action officer (TAO): a moored mine, some 15 nautical miles ahead of the ship, detected by the ship's remote minehunting vehicle (RMV).

With lightning speed, Manta types commands into the console's keyboard. The RMV makes a sweeping turn around the contact. Seconds later verification of the moored mine against the computer database is complete. Location marked.

The destroyer passes its findings along electronically to the battle group commander. A decision is made to avoid the mine rather than expend a neutralization device, knowing that the dedicated mine force will be along later to neutralize the threat.

This time it was only an exercise mine. Next time, as Manta well knows, it could be the real thing.



U.S. Navy Photo

Crewmembers from USS *Mockingbird* (AMS 27) put an acoustic detonator over the side during sweep operations in 1950 just off the coast of Wonsan, Korea.

CLEARING

Mine Warfare Past, Present and Future

Sound like science fiction? Well, maybe, but it's really not that far away. In this decade alone, the Navy has done more to advance mine warfare technology than in its entire history. The next decade promises to be even more exciting, as mine warfare technology reaches the fleet as a whole.

But the rich heritage of past mine warriors has left an indelible mark on the fabric of naval history.

"Mine warfare has been an evolutionary process," said RADM Jose L. Betancourt Jr., commander, Mine Warfare Command, Corpus Christi, Texas. "[It] has been around for a long time and has evolved to the point it is today beginning with the legacy of those like ADM David Farragut." He's the one who uttered the now-famous words "Damn the torpedoes – full speed ahead" during the Battle of Mobile Bay, Aug. 5, 1864.

In 1776, American inventor David Bushnell fashioned the first naval mine. Dubbed a torpedo by its creator, the Bushnell mine was a rather unassuming device – a wooden keg packed with gunpowder, suspended from a float. They were effective enough that in 1777 General George Washington ordered a number of these mines set adrift to destroy a fleet of British warships anchored in the Delaware River outside Philadelphia.

It wasn't until the Civil War that the mine was widely deployed as an offensive weapon. Mines were embraced by the Confederate Navy to compensate for their inferior number of vessels. Still called a torpedo, mines helped the Confederacy sink 27 federal ships; by comparison, only seven were sunk by artillery fire.

Mines again proved to be the allies' primary, and most effective weapon against submarines during World War I. British and American minelayers seeded a 250-mile line from Scotland to Norway with more than 72,000 devices. The mine barrier destroyed six German U-Boats, damaged countless others and forced German submarine commanders to either confront certain destruction or waste precious diesel fuel and time skirting the deadly barrier.

"Influence" mines were introduced during World War II along with new delivery methods. Outfitted with electronic sensors, influence mines responded to or were affected by acoustic and magnetic changes as a ship passed close to the mine's sensing range. Allied mines were responsible for sending 1,316 Axis ships to the bottom and damaging 540 others. The Allies themselves lost more than 1,000 ships to enemy mines. More than 550,000 mines were laid on both sides.





Photo by PH2 Andrew McKaskle

AO1(DV) David Ahearn attaches an inert satchel charge to a training mine, during exercises in waters off Naval Base Guantanamo Bay, Cuba.

THE WAY

Story by ENC Mike Randazzo, historical photo courtesy of the Naval Historical Center

In the Korean War, Communist forces effectively used 3,000 mines of varying types to hinder troop landings at Wonsan. The tactic forced Navy leaders to assess and revamp mine warfare and mine countermeasures strategies.

The collapse of the Soviet Union in 1991 created a huge stockpile of low-tech sea mines, numbering close to half a million. Since the Gulf War, the number of mine producers has also swelled dramatically. Today there are 49 countries with mine-producing capability, 30 known sea mine manufacturing countries and 20 known exporters.

"For the most part, the image of the mine as a cheap weapon that floats on the surface with pointy horns on it is no longer valid," Betancourt cautioned. "The sophistication and proliferation of today's mines has moved forward, but there are many unsophisticated mines still out there that pose a significant threat to Navy ships."

Case in point: A $1,500 World War I-vintage moored contact mine caused $97 million in damage to USS *Samuel B. Roberts* (FFG 58) in the Arabian Gulf, during the "Tanker War" of 1987-1988.

Today, the Navy combats that threat with a dedicated mine force that's on the cutting edge of technology. Fourteen mine countermeasures ships and 12 coastal minehunters complement 24 MH-53E *Sea Dragon* airborne mine countermeasures helicopters and 17 explosive ordnance disposal (EOD) detachments. This triad of surface, air and underwater assets is centered around the command and support ship USS *Inchon* (MCS 12).

The remotely-operated mine detection vehicles "flown" by our Sailors with global positioning systems controlled in cyberspace has clearly demonstrated current Navy mine warfare technology's ability to detect and defuse almost any mine warfare scenario.

"Thanks to technology and the dedication of our young enlisted Sailors in the mine warfare community, we have made, and will continue to make, great strides in this critical element of war," Betancourt added.

Future advances include embedding "organic" mine countermeasures capabilities into the fleet as a whole. "By the middle of the next decade, advanced sensors will allow battle groups and amphibious ready groups to handle initial minehunting and neutralization chores prior to the arrival of the dedicated mine force," Betancourt concluded. "Mines have gotten progressively more sophisticated throughout history, but so has our ability to combat them."

Randazzo is a Reservist assigned to Naval Information Bureau 102, Fort Dix, N.J.


SEEK
AND
DESTROY
U.S. NAV

Story and photos by JO1 Jason Thompson

All eyes in the dimly lit combat information center (CIC) aboard the coastal mine hunter USS Kingfisher (MHC 56) were on Mineman 1st Class (AW) Tim Hickman. Hickman's own blue eyes, made brighter by the overhead neon blue bulbs, were glued to one of two 8-inch monitors in front of him. From a live surveillance camera mounted above the starboard fantail, Hickman monitored deck department's progress as the ship's crane ever so carefully lifted Shania, Kingfisher's $2 million remote-operated mine neutralization vehicle (MNV) off the deck and into the rolling seas below.

Hickman's eyes shifted right to the next tiny screen. Blinking yellow and white digits displayed the range, distance and depth of the mine-like object the ship's sophisticated minehunting sonar detected just minutes earlier.

Then the order he'd been waiting for came.

"Forty-eight pilot," rang the tactical action officer's (TAO) voice in Hickman's headset. "We have contact bearing one-eight-five; range 225 yards; possible mine-like object. You have permission to take control of the vehicle."

Now – finally! – it was his turn in the hot seat.

Thirteen years, 23 days: That's how long Hickman served as a mineman (MN) in the Navy before reporting aboard the Ingleside, Texas-based *Kingfisher*. That happened 11 short months ago. Before that he'd never been assigned to a ship. The only salt he came in contact with was the dash or two he'd dispense from a shaker at suppertime inside his four-bedroom home in sunny South Texas.

That's because, until recently, minemen didn't even hold billets aboard ships.

Sure, some, including Hickman, jumped at the rare opportunity to rack up TAD time and experience aboard U.S. and foreign mine hunters or sweepers. But that's all they were – short, sweet TAD trips that seemed to be over before they began.

Hickman's first tour of duty following mineman "A" school was a 37-month stint at Mobile Mine Assembly Unit (MOMAU) 8 in Guam. Then he got orders to another land-based operation, this time for three years at MOMAU 12, Misawa, Japan. Following that, shore duty again: MOMAU 15, Kingsville, Texas, for another three-and-a-half year tour.

Does anyone see a pattern developing here?

"I fell in love with the mineman rating at my first duty station," said Hickman. "That's why I decided to stay in the Navy. But, by not getting stationed aboard a ship, I felt I was losing out on some valuable experiences that go along with being a Sailor."

Valuable experiences like the chance to earn the much-coveted ESWS pin; the chance to go on liberty in exotic, far away



After 13 years without sea duty, Hickman admits he couldn't have learned everything he has in just 11 months aboard *Kingfisher* without the help and tutelage of people like BMC(SW) Larry Naumann (right). "It was a culture shock for me," said Hickman. "But these guys picked me up when I fell and pointed me in the right direction. Now I know the true meaning of being a shipmate."

lands; and, yes, the chance to one day return from a long overseas deployment and be able to recount sea stories (with just a touch of embellishment) to his high school sweetheart and wife of 12 years, Tina, and two baby boys Caleb and Nathaniel.

"Join The Navy: See The World." That famous recruiting slogan implies travel, adventure and a challenging, yet exhilarating way of life.

But only haze gray and underway Sailors truly see the world. Land-locked ratings, such as the MN community, are out of luck. Right?

Wrong. Times are changing – in the Navy, in the mine warfare community and in the MN rating.

Believe it or not, minemen are now packing their seabags and heading to the waterfront in droves. Billets aboard MHCs (coastal mine hunters), MCMs (mine counter measure ships) and other deployable mine warfare units, which were once filled exclusively by mineman source ratings (boatswain's mate, gunner's mate, sonar technician and operations specialist), are now, through attrition, being snatched up by MNs at every pay grade.

But it doesn't take an advanced economics degree to see how supply and demand forces are playing out in this newly revitalized enlisted community. For example, the state-of-the-art Mine Warfare Training Center at Naval Station Ingleside can barely pump out enough mineman "A" and "C" schoolers to fill the vacuum created by MNs going to sea. That's the main reason the minemen rating, now one of the Navy's fastest growing enlisted career fields, has one of the highest selective reenlistment bonuses (SRB) fleetwide. Add that to

high advancement numbers and a $2,000 signing bonus for new enlistees who select the MN rating, and it appears the benefits of being a mineman are shaping up.

Especially for upwardly mobile, sea-thirsty Sailors like Hickman. For him, the long, frustrating wait for ship orders is over.

✦ ✦ ✦

Back in the hot seat inside *Kingfisher*'s CIC, Hickman squares his shoulders to the AN/SLQ-48 mine neutralization system console and firmly clutches the F-15 pilot stick with his right hand. Although not a pilot in the traditional sense, "flying" the MNV through the turbulent, murky undercurrent toward a predetermined target (in this case, a bottom or moored mine) is compara ble to executing aerial maneuvers from a cockpit.

But piloting the MNV isn't a solo act. The success of any mine seek-and-destroy mission Hickman flies hinges on the combined efforts of all 51 crewmembers on board. When the CO gets on the 1MC and sets condition "TWO-MIKE-HOTEL" or 2-MH (indicating that a mine hunting evolution is about to commence), rest assured, the entire crew – everybody – gets a piece of the action.

"It's kind of overwhelming to know that all these guys work so hard to get the ship to this point so we can clear some hidden field of mines out there," admits Hickman. "I sometimes say to myself, 'Everybody is counting on you. Don't let them down.'"

He hasn't yet and has no plans to.

Now with full operational control of the mine-killing vehicle, Hickman's right hand taps the pilot stick forward, sending the hovering MNV into a 45-degree dive. His first priority, once fully cleared from the crane's saddle release, is to put some distance between the vehicle and the ship.

"Vehicle is 50 yards from ship. Request permission to commence mine hunting evolution."

During condition 2-MH, *Kingfisher*'s tactical action officer (TAO) coordinates between CIC and the bridge, relaying navigational information so the MNV's umbilical cord doesn't get entangled with the churning screws below. The data on the console monitor tells Hickman he's at the correct depth and heading straight for the target.

One hundred yards and closing … 50 … 25 … 10 yards …

There it is.

"Sir, I have the contact in sight," reported Hickman to the TAO while squinting at the dark, clouded video image on his screen. The intense light emanating from the vehicle's forward lamps cut through the dense fog of aquatic nothingness just enough to illuminate the algae-covered, cylindrical object.

"It looks like a UDM," said Hickman, referring to the Russian-built, multi-influence bottom mine that can be surface or air laid.

"Stand by to release the detonation charge," orders the TAO.

By this point Hickman's heart is pumping pure adrenaline through his veins. He is in the groove; in his element – at sea aboard a mine hunter-killer.

✦ ✦ ✦

As a scrawny country kid from the small, Midwest farm community of Jackson Center, Ohio, the sandy blond youngster grew up in a huge, three-story house with two big brothers, a big sister and a little brother.

At 17, tired of working as a farm hand for the neighbors, Hickman was itching to do something different. Something bigger than himself.

Enter Electrician's Mate 1st Class Shannon Zurkel, the area recruiter. Like most Sailors, Hickman remembers vividly his first encounter with the recruiter that put him in the Navy:

"I was a junior in high school and



Photo by PH3 Lena Gonzalez

With a planned water wash-down evolution approaching in a matter of minutes, BM2 Jimmy Orms quickly guides 100 feet of fire hose to the forward part of USS *Kingfisher*.



Photo by PH3 Lena Gonzalez

taking a class in Industrial Electronics at a vocational school. At the time I knew zilch about the military. Then in walks this totally sharp, squared away, gung-ho Navy guy. I had never seen someone so … so cocky; confident; even worldly! He gave our class a presentation about exciting careers in the Navy. Later he showed us a map of all the cool places he'd been in the world. I was hooked."

The following Friday morning Hickman found himself playing hooky from school and strolling into Zurkel's office. There he sat down, combed through a worn-out *Blue Jacket's Manual*, and read the description for the mineman rating:

"MNs test, maintain, repair and overhaul mines and their components. They are responsible for assembling, testing, handling, issuing and delivering mines to the planting agent for maintaining mine-handling and minelaying equipment."

Sounded cool to him. That day Hickman signed up under the delayed-entry program. The rest is history.

Like so many of us, this young country kid was plucked out of Middle America, and thrust into an exciting (and demanding) journey in the U.S. Navy. To Hickman, though, the abrupt change of scenery suited him just fine.

"I used to milk 60 head of cattle at three in the morning for five or six hours, then come back and do it all again at three in the afternoon," recalls Hickman of his days on the farm. "In the meantime, I still had to feed cattle, cultivate crops, bale hay and maintain the tractors."

Don't get him wrong, though. Hickman doesn't regret a single day of it.

"Ever since I was little I've been taught the value of hard work," he said. "I came away with a well-rounded work ethic."

A work ethic which has served him well in the Navy – especially as a Sailor underway aboard *Kingfisher*. In just 11 months this dedicated, hard-charging Sailor has acquired countless seamanship skills. His impressive list of shipboard collateral duties includes JOOD (junior officer of the deck), sea-and-anchor detail POIC (petty officer in charge), fo'c'sle and fantail safety officer, and, as if that wasn't enough, he's also taken the ship's conn a time or two.

"That's one of the advantages of being stationed aboard a small ship like *Kingfisher*," said Hickman. "Most E-6s aboard bigger ships in the fleet would never get the chance to take the conn."

✦ ✦ ✦

Like a lion sneaking up on its unsuspecting prey, Hickman carefully inches the MNV into position within close proximity of the mine.

He knows from past experience in the hot seat that this part of the mission – to deploy the 60-pound bomblet tucked under the vehicle's orange-painted, fiberglass belly – is a very complicated maneuver. One wrong move could spell disaster.

Unfazed by the mounting pressure, Hickman presses on.

"Request permission to deploy the bomblet."

"Permission granted," came the response.

Left: Following "one blast" from the ship's whistle, Hickman and his fellow shipmates render a hand salute from the starboard bow as *Kingfisher* passes another coastal mine hunter.

With his free hand, Hickman reaches down to the pilot console and pushes a red button.

Instantaneously, a tiny explosive charge with the intensity of a firecracker goes off in the MNV's bomb bay, releasing the two-foot-long bomblet nose-first into the water.

"Bomblet armed and properly deployed," reports Hickman.

"Very well, 48," replies the TAO. *"Return vehicle to ship."*

It takes 20 minutes for the vehicle to be secured in its original position on the starboard fantail. Meanwhile, the ship navigates to a safe distance.

"Stand by to detonate. Three, two, one ..."

Boom. Then, BOOM!!!

Two simultaneous explosions. The first detonation is the bomblet. The second one, of course, is the UDM itself.

Cheers erupt throughout the ship, but nowhere more enthusiastically than in CIC. A frenzy of high-fives and back patting replaces the concerned looks and sweaty brows.

But the celebration is brief. After all, this was just one mine. An entire mine field awaits them.

But they're ready. So is Hickman. Now, after 13 years and 23 days of land-locked existence, this lightly salted dog knows what it's like to be a seafaring Sailor and the good things that come with it. ESWS pins, exotic liberty, tall sea tales, and, of course, the chance to be the man in the hot seat.

Thompson is a photojournalist assigned to All Hands.



Just forward of the starboard fantail outside his office (stuffed with countless tools, a tiny work bench, a swiveling stool and a computer), Hickman is about to perform maintenance on "Shania," the ship's mine neutralization vehicle (MNV). *Kingfisher*'s plank owners, who've been with the ship since her commissioning, Oct. 26, 1996, affectionately named the MNV after country music diva Shania Twain.

"WHERE THE FLEET GOES, WE'VE ALREADY BEEN."

Mine warfare is the cornerstone of expeditionary warfare and one of the Navy's key resources. Without effective and timely mine clearance, the ability of the Navy to project power would be severely compromised.

Forty-nine years ago, then-Chief of Naval Operations ADM Forrest P. Sherman lamented, "... when you can't go where you want to, when you want to, you haven't got command of the sea." That lesson is still true today.

And today, America's mine warfare triad of mine countermeasures ships, mine countermeasures helicopters and explosive ordnance disposal divers helps ensure that the U.S. Navy has complete command of the sea. Here's a brief look at how they do that:

TRAILBLAZERS



AO1 Miguel A. Silva inspects a series of MK-63 *Quickstrike* mines during mine assembling training aboard USS *Constellation* (CV 64). The MK-63, invented during the Vietnam War, is a bottom mine dropped by aircraft into the water and used to detect and destroy enemy submarines and surface targets. Mines vary widely in their complexity and effectiveness and are classified by their position in the water, method of deployment and how they are propelled.

Photo by PH3 James W. Olive

"WITHOUT MINE WARFARE, THE CAMPAIGN STOPS."



Photo by JO1 Jason Thompson

Mineman "A" school students disassemble an MK-62 training mine inside the hangar bay at Naval Mine Warfare Training Center, Ingleside, Texas. The advanced training minemen receive here prepares them for the highly technical jobs they perform aboard fleet MCMs, MHCs and other units in the mine warfare "triad."



Photo by PH2 Dwight Davis

Operating with the utmost caution, this Explosive Ordnance Disposal Mobile Unit (EODMU) 8 diver sets the fuse of a demolition charge to blow up a simulated underwater mine. EOD mine countermeasure detachments are found throughout the fleet. Their mission is to locate, identify, neutralize, recover, exploit and dispose of sea mines, torpedoes and depth charges. They also work closely with other Navy MCM forces to ensure the nation's MCM Triad (surface ships, helicopters and EOD) is trained and ready to respond.

Mine Warfare Assets

27 ships

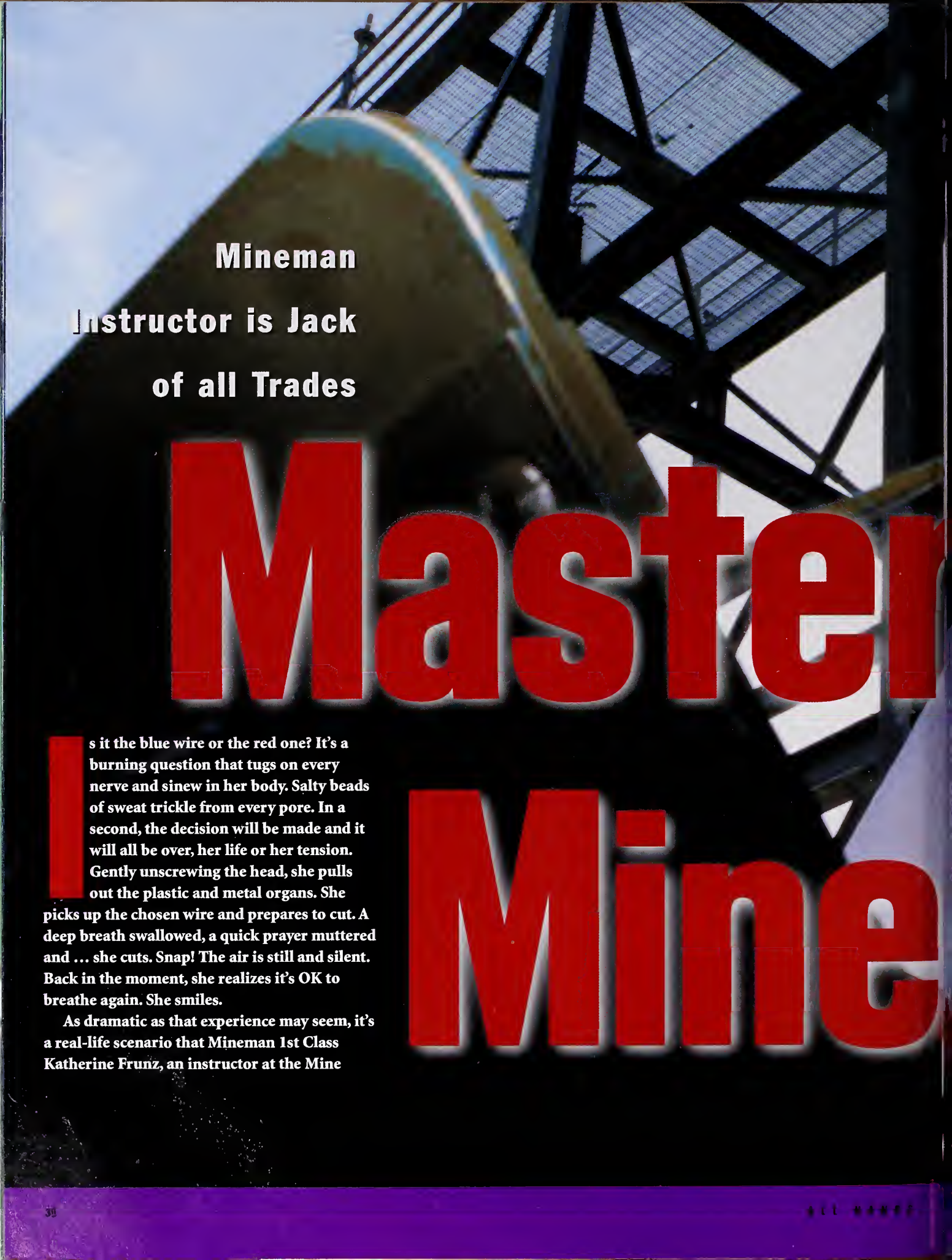
1 Command and Control ship:
- USS *Inchon* (MCS 12)

14 Mine Countermeasures ships (MCMs)
- USS *Avenger* (MCM 1)
- USS *Defender* (MCM 2)
- USS *Sentry* (MCM 3)
- USS *Champion* (MCM 4)
- USS *Guardian* (MCM 5)
- USS *Devastator* (MCM 6)
- USS *Patriot* (MCM 7)
- USS *Scout* (MCM 8)
- USS *Pioneer* (MCM 9)
- USS *Warrior* (MCM 10)
- USS *Gladiator* (MCM 11)
- USS *Ardent* (MCM 12)
- USS *Dextrous* (MCM 13)
- USS *Chief* (MCM 14)

12 Coastal Minehunters (MHCs)
- USS *Osprey* (MHC 51)
- USS *Heron* (MHC 52)
- USS *Pelican* (MHC 53)
- USS *Robin* (MHC 54)
- USS *Oriole* (MHC 55)
- USS *Kingfisher* (MHC 56)
- USS *Comorant* (MHC 57)
- USS *Black Hawk* (MHC 58)
- USS *Falcon* (MHC 59)
- USS *Cardinal* (MHC 60)
- USS *Raven* (MHC 61)
- USS *Shrike* (MHC 62)

2 Mine Countermeasures Helicopter Squadrons
- HM-14 *World Famous Vanguard*
- HM-15 *Blackhawks*

10 Mobile Mine Assembly Units (MOMAUs)
- MOMAU 1, NWS Seal Beach, Calif.
- MOMAU 3, NWS Earle, N.J.
- MOMAU 5, NAS Sigonnella, Italy
- MOMAU 7, Barbers Point, Hawaii
- MOMAU 8, NAVMAG Guam
- MOMAU 10, Kadena AB, Okinawa, Japan
- MOMAU 11, Charleston, S.C.
- MOMAU 12, Misawa AB, Japan
- MOMAU 14, NWS Yorktown, Va.
- MOMAU 15, NAS Kingsville, Texas



Mineman Instructor is Jack of all Trades

Master Mine

Is it the blue wire or the red one? It's a burning question that tugs on every nerve and sinew in her body. Salty beads of sweat trickle from every pore. In a second, the decision will be made and it will all be over, her life or her tension. Gently unscrewing the head, she pulls out the plastic and metal organs. She picks up the chosen wire and prepares to cut. A deep breath swallowed, a quick prayer muttered and … she cuts. Snap! The air is still and silent. Back in the moment, she realizes it's OK to breathe again. She smiles.

As dramatic as that experience may seem, it's a real-life scenario that Mineman 1st Class Katherine Frunz, an instructor at the Mine

Story by and photos by PH3 Lena Gonzalez





MNSN Joshua Puga, a Mineman "A" School student from Dallas, practices disassembling an MK-62 aircraft-laid bottom mine.

Mine Warfare Training Center "C" school students MN1 Ollie Collins of Ragland, Ala., and MN3 Lance Douglas of Dallas make a beeline to the school parking lot for their 30-minute lunch break. The advanced training that minemen receive here prepare them for the highly technical jobs they perform aboard fleet MCMs and MHCs.



Photo by JO1 Jason Thompson

firmly to all her students. In her line of work there's simply no room for mistakes – it's do the job right the first time, or there won't be a next time. And she should know.

Frunz is good at what she does – real good. In fact, she's often referred to by students and instructors alike as the "Jack of all Trades" in this demanding field.

"There's so much to learn as a mineman and the vast areas that we have to work in makes you extremely versatile and valuable," she said. Minemen have to be able to do it all. From boatswain's mate to radioman; damage controlman to sonar technician; engineman to deck hand. The mineman rating is somewhat of a melting pot for those rates and more. It could be why so many Sailors in those rates find their way through the halls of this training center. Even Frunz cross-rated – she was a storekeeper for four years before becoming a mineman.

"I had the opportunity to work in all the weapons supply departments at the Yorktown Weapons Station, Yorktown, Va. Because mine warfare was a more technical field as opposed to supply being an administrative field, it really grabbed my attention," said Frunz.

Frunz is a warrior with a real touch of class. For more than a decade now, her love for the Navy and mine warfare have satiated an equally passionate desire for adventure, but she just as easily knows how to relax. "I sit down when everything is quiet and tune it all out – the stress, everything – it's all gone," she said. A classical pianist in her spare time, she likes to tickle the ivories while her two daughters chase butterflies in the backyard. Playing piano provides an escape for her, a 'Fortress of Solitude' that she's reveled in since childhood.

This day, however, as she plops down at her cluttered desk, Beethoven's "Moonlight Sonata" on the CD player will have to do.

A native of Cleveland, Frunz dropped out of college after four years, because she was uncertain about the direction in which her life was heading. Despite the recession of the early 1980s, she managed to find a job: chipping paint off of a 200-foot salvage ship. She loved it, because it gave her the opportunity to scuba dive. But the closest body of water was Lake Erie, and that didn't really satisfy her. She wanted the open seas.

"I joined the Navy, because I knew I would be near an ocean," said Frunz. "I wanted to travel, pursue an exciting career, get established and finish my college degree. The Navy gave me all that." Indeed, Frunz now holds a Master's Degree in International Affairs.

She is a Sailor with boundless energy and she appreciates what she has accomplished. Recently, Frunz was named Instructor of the Quarter and, when she's not teaching, she's taking classes to keep abreast of the newest developments in mine warfare. Frequently, she can also be seen escorting junior ROTC students

around the training facility. "One of the things I point out to them is the position I'm in now, as a woman. If I were a civilian I don't believe I would have the chance to go near this equipment, let alone work on it," remarked Frunz.

The Mine Warfare Training Center was relocated from Charleston, S.C., to Ingleside, Texas, in 1993. The curriculum that instructors like Frunz teach here is demanding and requires from students an innate problem-solving ability and even more concentration. There is as much emphasis placed on practical application as there is on classroom study.

"The Training Center tests my skills," said MNSN Walter Webb, an "A" School student from Virginia Beach, Va. "It challenges my mind and body. It's an exciting whole new theory I'm working on. It's a lot to work through, but I'm doing it."

And the instructors are no less enthusiastic. Ask them how they feel about this duty, this school, and they'll tell you they never had it better. "It's great here, and the students really want to learn," said MNC Luis Bodeaux, an instructor from Fauxville, Ind. He just got back from duty in Saudi Arabia and couldn't get over the positive environment and high morale he witnessed at Ingleside. It's all because of the students, he says, all because of their eagerness and willingness to learn.

Outside, the grounds are littered with mine models: MK-65 Quickstrikes, MK-60 Captors, MK-67 SLMMs and more. Like medical school cadavers, they're to be dissected – to be used as valuable learning tools. Today, a class of "A" School students is busy with their instructor carefully disassembling a MK-62.

But course work here is also very academic, and students spend a lot of time in the classroom. State-of-the-art computers and advanced teaching tools make it easier to learn, but the stress level here isn't any less. Students working complex problems on calculators abound, sitting almost statue-like as they tap furiously at the keys. They take the work very seriously, for out in the fleet, one small mistake – one wrong calculation – and someone could get hurt. Someone could get killed.



Mineman "A" school students BM3 Kenneth Boatright from Denver, and MNSN Troy Hepner from Marysville, Calif., work together disassembling an MK-62 mine while fellow student QM2 Darryl Bostic from Kansas City, reads important guidelines from the manual.

"We need good people out there," said Frunz. "Unfortunately, we can't get them educated fast enough." In the past, the mineman Sailor was hardly seen. But walking down the halls of the training center, it's evident that that is changing. According to Frunz, the current "A" School class consists of more than 40 students. The last graduating class was only five.

With the highest across-the-board advancement levels, minemen are reaping the benefits of being one of the fastest growing enlisted career fields. They also boast one of the highest selective reenlistment bonuses (SRBs) in the Navy. The initial sign up bonus is already $2,000.

Is that enough? Can all those benefits replace the fear of working in dangerous and deadly mine fields? It can for some, but minemen like Frunz feel there's more to focus on. The rating's excitement, thrills and adventure are something she'd like to see advertised more by recruiters.

Most of Frunz's days are filled with dissecting, diffusing, disassembling and servicing dead mines. These mines can't hurt anyone, but there are still too many out there below the ocean's surface that can. Does the difference of working with dead mines instead of real ones hinder the mission? Not at all. Mentally, she imagines herself in real-life predicaments and forces herself to act accordingly.

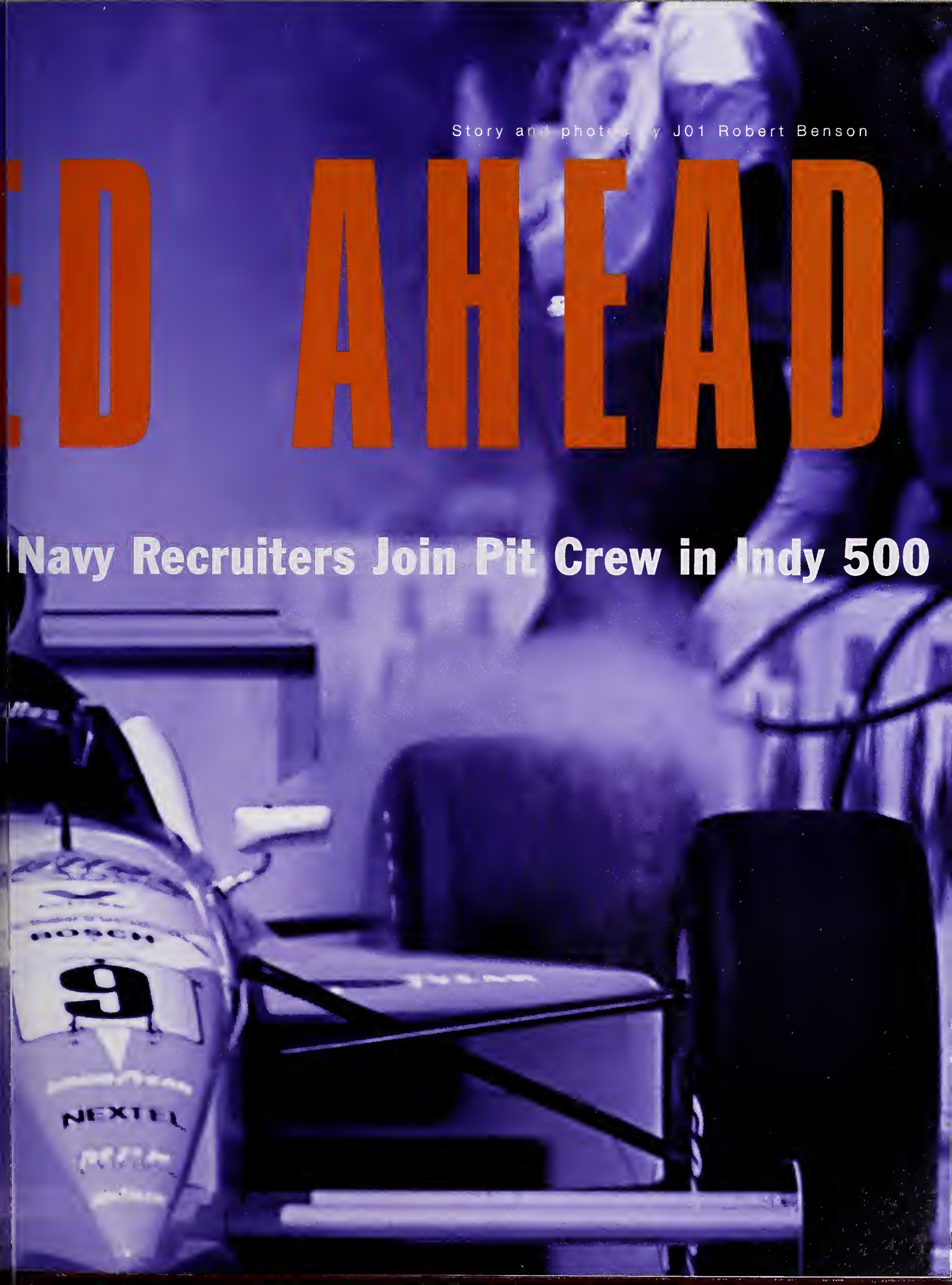
"You have to keep focused on your job and your duty first, especially in a time of conflict," she said. Otherwise, she says, your worst fear just might come true. "I'm there to do a job and I'll do it until I absolutely can't do it anymore."

Now, Frunz is ready to put her skills to the test at sea. She is scheduled to be one of the first women minemen to be assigned to a coastal mine hunter (MHC). Approval for women to serve aboard the MHC class is expected later this year.

Gonzalez is a photojournalist for All Hands.

FULL SPE





Story and photos by JO1 Robert Benson

ED AHEAD

Navy Recruiters Join Pit Crew in Indy 500

TEN SECONDS.

Don't blink. You've got only 10 seconds, from now until it's gone, to understand and enjoy this thing that causes so much commotion.

Here it comes now, Ship's Serviceman 1st Class Ben Mueller's car, a speck on the horizon, hurtling toward you at 230 mph.

EIGHT SECONDS.

Look now as it skids to a stop and the dust clears: it's a $560,000 rocket-on-wheels, being attacked by a hungry pit crew. Even now, with the engine in idle, the deafening noise of its hungry horses can out-drone 100 Harleys. This fuel-sucking beast gets about two miles per gallon but can scream down the road comfortably at 230 mph plus. The V-8 engine produces more than 730 horsepower and the mag wheels are almost a foot and a half wide.

FOUR SECONDS.

Take a photo of it. Savor the moment. Touch it in envy. Ask Mueller for his autograph. This race car is – Oops! Too late. There it goes, rocketing from zero to 100 mph in a blistering three seconds - nine seconds quicker than it takes a production Porsche 911 Turbo to reach the same speed.

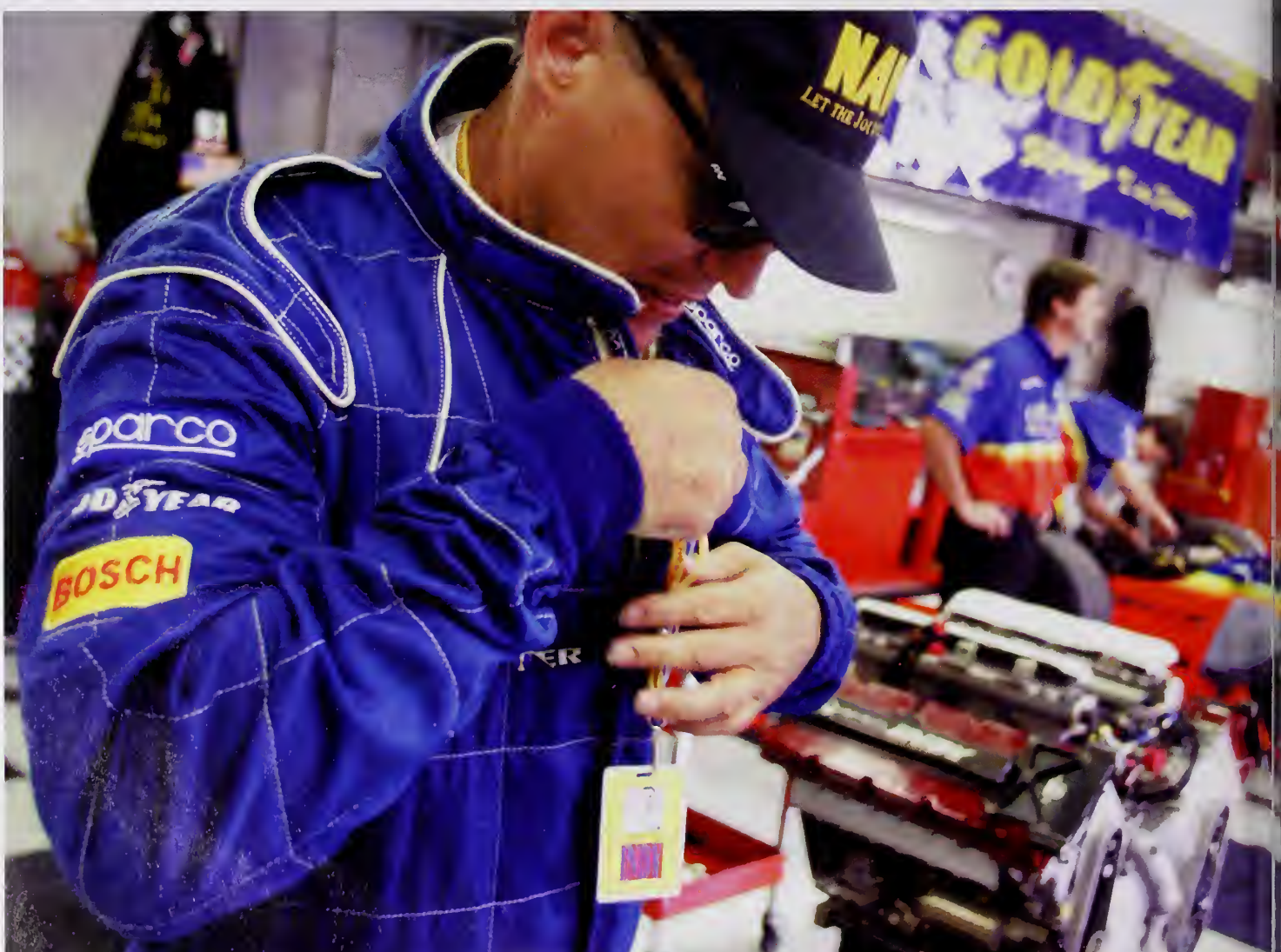
Did you see it? Mueller's Indy 500 race car?

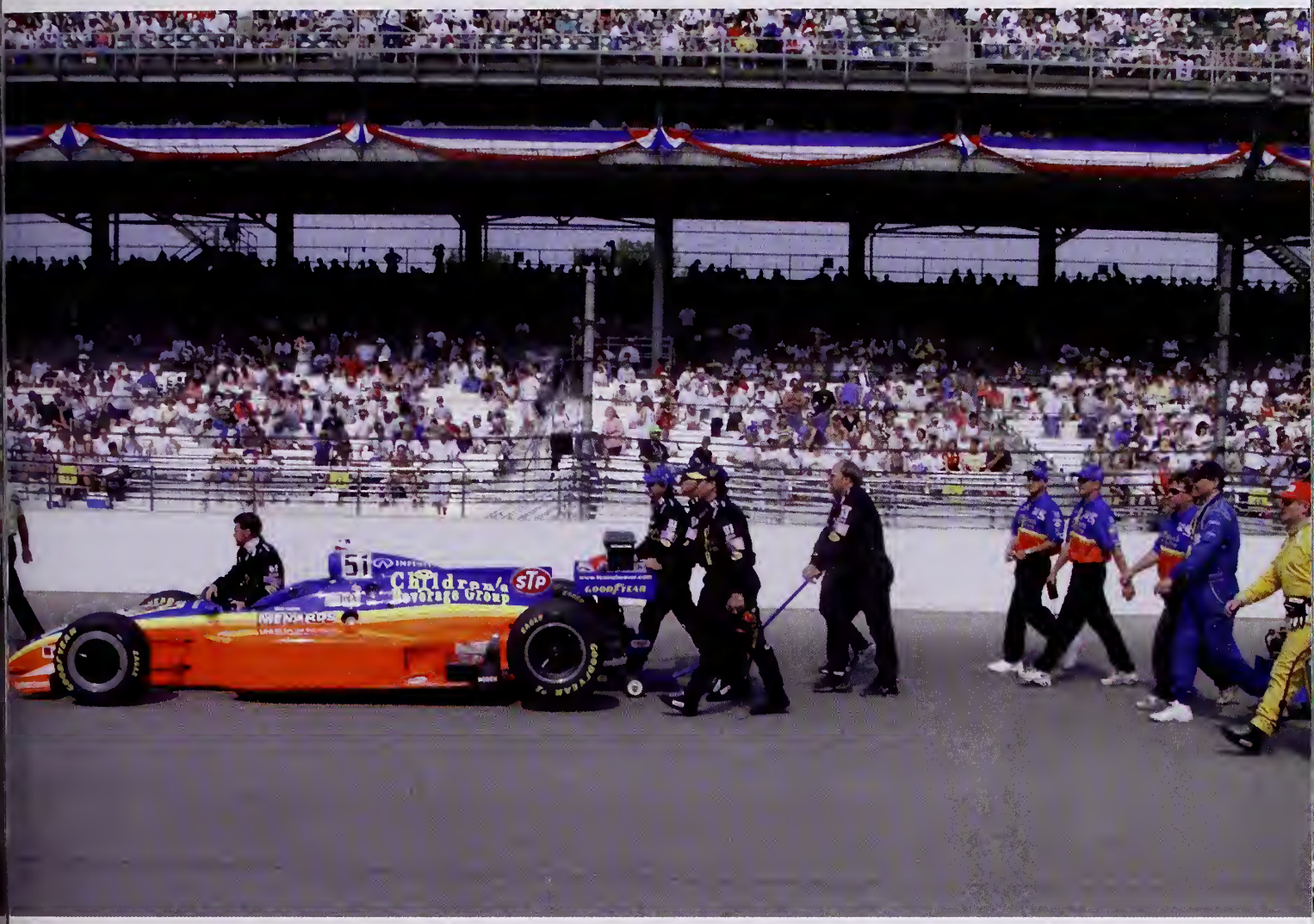
What? You've never heard of it? This is the car that made the Kessel Run in less than 12 parsecs! She'll make point five past light speed! Well, almost.

Naturally, Mueller doesn't drive the street-illegal automobile from his house to the Navy recruiting station where he works in Tom's River, N.J. In fact, he doesn't drive the thing at all. But on this day, none of the 400,000 fans who checked out Mueller in the Cheever racing team fire suit, ablaze with team logos and racing colors, knew the difference. On this day, Mueller's machine – an Indy 500 race car – was "his." As an honorary pit crew member at the 83rd running of the Indianapolis 500 last May, Mueller experienced the fury of "the world's greatest racing spectacle" and took just as much ownership in the car as every member of the pit team. He witnessed the race like few have ever done – up close and personal with one of the world's best: Eddie Cheever, winner of last year's race.

Mueller was one of seven lucky recruiters who were rewarded with the opportunity to serve as honorary pit crew members. The chance came after he and the others scored record recruiting numbers in their respective districts.

His approach in recruiting is to look squared away and saturate the market; at the race track it was to keep his ears plugged and his jaw from hitting the





Top: "Wheeling the car out to the starting position was something I'll never forget," said SH1 Ben Mueller (one of the three wearing the red and blue shirts). Mueller, along with two other Sailors, served as honorary pit crewmembers with Team Cheever, the winner of last year's race.

Left: SH1 Ben Mueller, a recruiter in Tom's River, N.J., suits up before the big race. Mueller wore a fire retardant suit while in the pit area and helped Team Cheever in any way he could.

ground every time the race car came in for a pit stop. For a person whose only pit experience came from gassing up the family station wagon and changing the oil every six months, what he saw in the pit area left him dumbfounded.

When Cheever's car shot into the pits, the team hydraulically lifted the car, changed the four tires, filled the fuel tank, cleaned the mirrors, briefed the driver and sent him on his way in under 11 seconds. That's the same amount of time it just took you to read this sentence. "You really have to see it to believe it," explains Mueller.

Equally as impressive to Mueller was the strategy the pit crew team employed: high-end computers that monitor the car's fuel consumption based on tire wear, temperature, driving conditions and engine performance; and pit crew managers that keep constant communication with the driver via radio.

Other things weren't so new: the team concept, as in the Navy, was paramount to success. The role each pit person had, similar to the Navy, was vital to winning.

When the green flag waved in Indianapolis starting the Memorial Day race, Mueller saw all these things come into play. "This is really cool," he kept repeating to anyone who would listen. "Hope my daughters will see me on TV."

Some 745 miles away in the Mueller household, his 14-year-old daughter secretly, perhaps, held her breath and wished the same thing. "I prepared her for five to six days before I left on what the Indy 500 is all about," said Mueller. "I told her the cars travel at 230 miles per hour – just a blur. I also told her they refuel and put on new tires in about eight

Mueller's Machine

THE ENGINE
A Dual Overhead Cam V-8, 32-valve engine that cranks out about 730 horsepower. Since the engines are driven at such extreme temperatures during competition, it has to be nearly rebuilt after each race (an engine will last approximately 700 miles – 200 miles for practice, 500 for the race). Therefore, usually five to nine extra engines at $83,000 each are kept on hand.

THE TAILFIN
The fin helps stabilize the car through corners.

THE COCKPIT
To improve safety, the Indy Racing League (IRL) has mandated that drivers must have improved safety head protection by building up the sides of the car to further enclose the driver.

FRONT WINGS
These create downforce - 2,700 pounds of it - to make the car more stable through corners. At 200 mph this force acts like a vacuum and sucks the car down. The clearance from the track to the bottom of the car is less than an inch.



AIR INTAKE
The air intake above the driver's head forces air into the engine, creating a ram effect that acts like a turbocharger.

THE BODY
Cheever's chassis is constructed of carbon fiber composites. It weighs a mere 1,585 pounds, and it has a length of 196" with a 78.5" width. The rocket-like machine stands only three feet tall – barely reaching Mueller's hips.

THE TIRES
Bigger and wider than any tire you've probably seen before, these babies are 10" wide in the front and 14" wide in the back – enough to stick through the sharpest turns at the highest speeds. Here's the weird part: at speeds in excess of 200 mph, the downforce causes the tires to expand. The rears grow to 16" and fronts to 12."

As a member of Eddie Cheever's pit crew, SH1 Ben Mueller was responsible for doing everything he could to help his driver win. In four intense days of preparation, Mueller learned the ins and outs of an Indy race car. Here are some of the things he noticed on the 230-mph machine.

Source: Indy Racing League



The winner of the 1999 Indianapolis 500, Kenny Brack, gets four new tires and fuel in about the same amount of time it took you to read this caption.

seconds." But not even his story telling, relayed with the enthusiasm only a recruiter could muster, or the stereo sound on the 27-inch TV screen in front of her could replicate the speed, deafening noise and excitement of nearly half a million cheering fans that bombarded Mueller's senses in Indianapolis on race day.

"There were so many people," he recalled. "It was unbelievable. The highlight of the weekend came when I rolled the car out to the starting position the day of the race. Everyone was watching, because that was the winning car last year. It was just amazing."

Back home a few weeks earlier, Mueller never fathomed he would be assisting one of the world's greatest race car drivers at the Indianapolis 500. He knew his recruiting numbers were good, but good enough to win him a sideline pass at the world's greatest race? He didn't think so.

But then again, his numbers were pretty good.

"Before I was here [at the recruiting station], Tom's River wasn't making goal. But now we've done it for five months in a row, averaging three to four people a month."

Mueller attributes the increase to a new recruiting style. "We saturated the market," he said. "I play sports with a lot of the high school counselors. They in turn have referred applicants, to me, it works out nicely." He also boasts a skill which most people dread: public speaking. "I have a liking for talking in front of large crowds. I've also gone into high schools and taught military history. That helps. The kids coming in look up to me. When you go in squared away with a nice uniform, people want to emulate you; it makes them want to inquire about the Navy."

Mueller said he gets a sense of accomplishment from recruiting.

But what a sense it must be for him and other recruiters now, an hour into the race, during the 88th lap, when Cheever's car pulls into the pit area, and he is called upon to jump the wall and go into action.

A tingling sensation in his gut, some butterflies and a 'fight or flight' feeling engulf him. With a winning purse of more than $9 million on the line, he knew he couldn't be indecisive. So, like he did in practice multiple times with the pit crew, he jumps the wall, stands behind the head mechanic as he loosens the rear wheel, grabs it when he takes it off, hands it to yet another person, then sprints back



SH1 Ben Mueller shows off his Navy pride to Jay Leno, this year's Indy pace car driver. A portrait of Leno now sits on Mueller's recruiting desk.

over the wall – a choreographed task that happens in a blur.

"The cars came in real fast – at 80 mph," said Mueller. "They changed two tires and fueled the car in only eight seconds. It was very exciting."

So exciting, perhaps, that Mueller probably didn't even notice the ABC, CBS and NBC media pack behind him, broadcasting the team's every move during the pit stop. He did take notice though, when they interviewed him a short time later.

"I wore my Navy ballcap and Navy T-shirt the whole weekend," said Mueller. "I wanted to promote Navy awareness to each and every person I came into contact with." Those people included, among others, Chief of Naval Operations ADM Jay Johnson and even Jay Leno, who were invited to Indianapolis to ride in the pace car at the beginning of the race.

Throughout the week, Mueller said he felt like "part of the family" during his Indianapolis stay. He partied with the pit team the night before the race; he practiced with them all week; he was even there five days before the race during Eddie Cheever's qualifying run, where the driver nearly didn't make the cut.

"Qualifying was exhausting; but if you don't qualify, you don't race," said Cheever. His word's rang true; as Mueller watched, Cheever waived off his first attempt at qualifying because the team felt the track conditions might have limited his speed. They made another attempt at qualifying in the backup car in the middle of the afternoon, which they also waived off. His third attempt of the day was nearly a disaster. The engine began to vibrate with two laps to go. The car began to shake at more than 220 mph, and Cheever knew that he needed to keep his foot on the gas. "How an individual keeps the pedal to the floor, pulling three Gs at that speed into a turn at Indy and knowing the engine could erupt at any second is beyond me," said Dick Caron, Cheever's pit manager.

But somehow Cheever qualified and earned himself a spot in the Indy 500. As he took the checkered flag on qualifying day, the engine let go, smoke began to billow, and then Cheever took a breath.

So did Mueller; his ticket to ride was predicated on Cheever qualifying.

"I met Eddie before the race," said Mueller. "I told him 'good luck with the race, and it was an honor to be in his pit crew.' He also said it was enjoyable to have me on the team."

How enjoyable was the Indy experience for Mueller? He said it ranks as a once-in-a-lifetime experience. "It was as good as skiing in the French Alps when I was on USS *Theodore Roosevelt* (CVN 71), or as breathtaking as seeing the Sistine Chapel. I'll never have the opportunity to do anything like this ever again."

Although Cheever didn't win, Mueller walked away from Indianapolis with a few mementos of the race:

– The Cheever racing suit. The team let him keep it. It hangs in his garage.

– A picture of him and pace car driver Jay Leno. It's framed and sitting on his recruiting desk as a selling point to potential recruits.

– A pit pass. It's draped from a tack on a bulletin board in his office, worn from sweat and grime.

And there's the one thing he treasures most:

– An Indy race car. Believe it or not, they let him take it home. Gleaming and bright, he keeps the thing clean, and it looks stunning parked in his garage - right there on the wall, next to the race suit in an 11 x 14 picture frame.

Benson is a photojournalist assigned to All Hands.

Racing 101

Words to Make You Racing Savvy

Anti-roll Bar: Steel bar, generally in the shape of a shallow "U" that couples the left and right rear wheels together to resist body roll in corners.

Back (part of the track): The Start/Finish line is located on the "front" straight of a racetrack. The balance of the track, especially the tight curves, is referred to as the "back."

Blocking: Driving a line which is intended to keep an overtaking car from passing. Tolerated by drivers only in moderation among equals and usually only on the last lap. Generally considered by race officials to be a figment of the overtaking driver's imagination.

Corner: Refers to a tire, wheel, and associated suspension components, especially on a formula car. One measure of crash severity is the number of corners destroyed.

Differential: The driven wheels of a car cannot be solidly connected because, in turns, the inside tire rotates more slowly than the outside tire. The differential is a gear device that couples the engine torque to the wheels without coupling the wheels to each other.

DNF: A result sheet acronym for "Did Not Finish." Often used as a verb (i.e., "He DNFed.") To be classed as a finisher, a car must complete half the laps completed by the overall race leader.

DNS: A results sheet acronym for "Did Not Start."

Double-Clutching: A technique wherein the clutch is depressed and released once in shifting the box to neutral, the engine is revved, then the clutch is depressed and released again in shifting into the next (lower) gear.

Draft: (1) (verb) To draft a car is to pull up behind it and gain the advantage from the low-pressure air in its wake. (2) (noun) draft is what the first car gives the second car. (i.e., "He got some draft." or "I gave him a draft.")

Dust Clouds, driving through: There are many pilots who race cars. They do not slow their airplanes when they cannot see, neither do they slow their race cars.

Flag, yellow: No passing, slow down. "No passing" is honored; "slow down" is generally ignored, especially by the guy you hope to catch. A stationary flag has no effect on car speeds.

Formula Car: Literally, a car built to a formula or a set of rules. In practice, a Formula Car is a purpose-built racecar with fully exposed wheels and tires. Examples include Indy Cars and Formula 1.

Grid: (1) The place where cars are parked before being flagged off to start the pace lap (i.e., "The cars were called to the grid."), (2) The cars themselves. (i.e., "The grid was in bad shape, but they got the green anyway.")

Horsepower: If you don't get passed on the straight, you've got enough. Theoretically, engines can be differentiated by measuring their horsepower on a dyno. In practice, different dynos give different readings, and engine builders claims' may have nothing to do with what they are actually measuring.

Kevlar: A very strong synthetic fiber that is also fire-resistant. Used in driver suits, tire construction, and bullet-proof vests. Also used in place of glass-fiber for lighter weight or higher strength in "fiberglass" race car body panel construction.

Over-rev: To run an engine beyond its RPM limit. Over-revving will often result in piston-to-valve contact, which has never been considered a good idea.

Points, Finishing: Points counting towards series or geographic championship standings are usually awarded as follows: First Place - 12, Second -9, Third -7, Fourth - 6, Fifth - 5, Sixth - 4, Seventh - 3, Eighth - 2, and Ninth - 1.

Shock Absorber: Damping device that keeps the car from oscillating on its springs. Has nothing to do with absorbing shocks. Shock absorbers have characteristic, for "bump" (compression) and for "rebound" (extension). Adjustments to these settings are sometimes possible, depending on the unit.

Short (referring to gearing): A "shorter" gear requires more engine revolutions for a given car speed. For example, if you are turning 5,000 RPM in a slow corner, putting in a shorter gear might increase RPM to 6,000 and put you in a better part of the engine's torque curve.

Slip Angle: The angle between the direction that the tire is physically pointing and the line it's actually following. This apparent slip is caused by the stretching of the rubber at the contact patch.

Tear-offs: Thin plastic overlays for a helmet visor or on car's windshield.

Tell-Tale: A second tachometer needle which mechanically "remembers" the highest rpm reached by the main needle. Usually reset between sessions. The tell-tale reset button is normally located so that it cannot be reached by the driver.

Wing, More/Less: refers to the angle of attack of a wing, consequently the downforce and drag. More wing means a higher angle of attack, more downforce and more drag. "We took a little front wing out of it," means that the wing was reset to a lower (flatter) angle of attack.

cybersailor@mediacen.navy.mil

CyberSailor

Scams Online

"Netscape and AOL have recently merged to form the largest Internet company in the world. In an effort to remain at pace with this giant, Microsoft has introduced a new e-mail tracking system as a way to keep Internet Explorer the most popular browser on the market. This e-mail is a beta test of the new software and Microsoft has generously offered to compensate those who participate in the testing process. For each person you send this e-mail to, you will be given $5. For every person they give it to, you will be given an additional $3. For every person they send it to you will receive $1."

Boy, does this sound neat. If you believe it, I have some land in the south Pacific to sell you. Yes, it's an actual e-mail hoax that has been circulating for a while now. It's a fake, a phony, a fraud … and there are many just like it. Check out **http://www.microsoft.com/PressPass/hoax/05-13hoax.htm**

After getting this e-mail from a friend, I wondered how many other people were getting these e-mails and didn't realize they were fake. I did some checking at **www.fraud.org** and **www.sec.gov/consumer/cyberfr.htm** to see if this would be a good subject for CyberSailor.

A few days later, I got another one that said some dying girl's last wish was to pass a poem on to a certain number of people via an e-mail and for each one a certain organization would donate money. This particular e-mail even listed the address and phone number of a professor at a known college to make it sound legitimate. I called the number and found it was another hoax.

So how can you determine what is legit and what is a con these days?

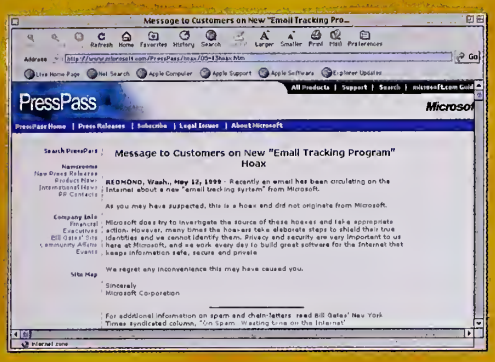
These Web sites offer some tips: **www.intergov.org/public_administration/information/latest_scams.html** and **http://ciac.llnl.gov/ciac/CIACHoaxes.html**

Sometimes, the most telling sign that an offer is a scam is its presentation. An offer or ad that makes outrageous claims (provides extremely large returns on investments, cures the incurable, etc.) should be immediately suspect. "Special Internet offers" are likewise suspect, along with "limited time" offers or those that give you a discount if you order today. Other fraud indicators include:

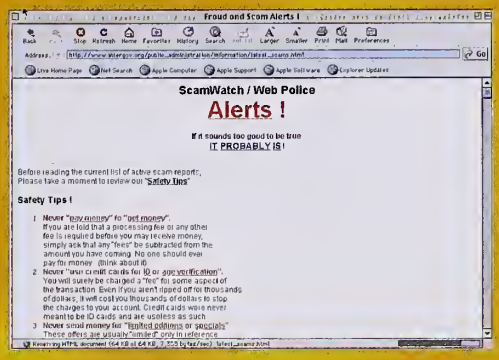
1. Solicitation via e-mail. Ignore it. Most "opportunities" presented via e-mail are frauds. If the opportunity was so great, the scammers wouldn't have to force it on folks. The e-mail hucksters are playing the numbers: They send junk solicitations to 100,000 e-mail addresses, and figure they will get a 1/10th of 1 percent return – which is to say, 100 victims sending money. Don't be one of them.
2. The netrepreneur offers no physical address just a mail drop, no telephone number and no name.
3. The solicitation asks you for your credit card number, or worse, to fax a check. Such demands for immediate cash are the hallmark of true fly-by-night operations.
4. The con artist continually alludes to the "great potential for entrepreneurs" on the Internet – with frequent references to the tens of millions of customers online – yet can't show or explain the product he is selling.
5. The offer urges you to order before a certain deadline, or claims to be available only to a limited number of people. This false urgency is a technique to get you to order before you have time to think things through or change your mind.

Also, before forwarding

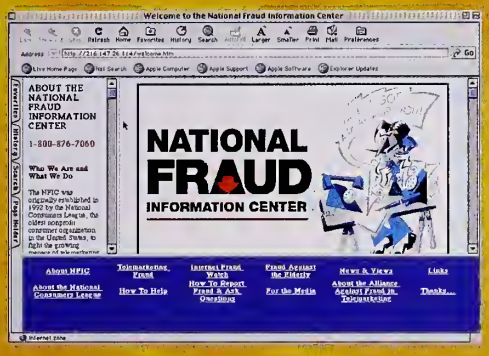
The appearance of commercial Web sites in All Hands does not imply endorsement by the Department of the Navy or Defense.



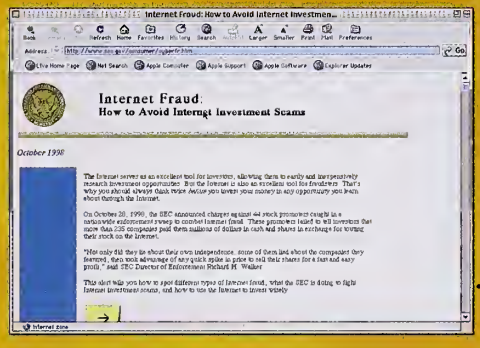
www.microsoft.com/PressPass/hoax/05-13hoax.htm



www.intergov.org/public_administration/information/latest_scams.html



www.fraud.org



www.sec.gov/consumer/cyberfr.htm

that e-mail or responding to one check out **www.consumers.gov** for unbiased info.

The nation's 50 state Attorney Generals are also responsible for protecting the public against fraudulent and deceptive telemarketers and others who prey on unsuspecting victims. Several of them have their own Web sites and can provide you with specific information on their activities.

For information on charities, contact the National Charities Information Bureau at **www.give.org** and the Better Business Bureau Philanthropic Advisory Board at **www.bbb.org/reports/-index.html#char**. Also check out the Web site at **www.idealist.org** for listings of legitimate charities and ways to get involved.

For information on medicine or health products, check out the U.S. Department of Health and Human Services' Healthfinder at **www.healthfinder.gov**

For information on the securities industry, contact the National Association of Securities Dealers Investor Information site at **www.investor.nasd.com** or the National Association of Securities Dealers Regulation Web page at **www.nasdr.com** or the North American Securities Administrators Association at **www.nasaa.org**

For information on telephone service issues, contact the Teleconsumer Hotline **www.teleconsumer.org/hotline**

To get reports on specific businesses, contact the Council of Better Business Bureaus **www.bbb.org**

Cyber Sailor

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are lookin for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**



HOPE AND COOKIES

AN Susan Fannie hands out homemade cookies to Albanian children near Ca Hope. The camp was the first U.S. refugee camp in Albania built in support of *Joint Task Force Shining Hope.*

Photo by PH2 Brian McFadden



GONG SHOW

riving his team on, HMC Frank Cabrera bangs a gong in
hythm to his oarsmen during the Naha Dragon Boat
aces. The races are held each year in celebration of
olden Week, the Okinawan festival of spring.

hoto by PH2 Lou Messing



HOOKING UP

Landing signal officers (LSO) guide an F/A-18 "Hornet" onto the flight deck for an arrested landing on board USS *John C. Stennis* (CVN 74). *Stennis* is currently deployed participating in Tailored Ship Training and Availability (TSTA2) exercises.

Photo by PH3 Mike Larson.

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

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Eye on the Fleet



PLOTTING IN THE DARK

OSCS Dominick Albano of Atlantic City, N.J., and OSSN Travis L. Kiefer of Cape Hatteras, N.C., review manual tracking procedures of a target using a plot board in the Combat Information Center on board USS *Theodore Roosevelt* (CVN 71).

Photo by PH3 William L. Vandermate



MISSILE MEISTER

AOAN Melika D. Pittman of Fairmont, N.C., performs maintenance checks on an AGM-65 *Maverick* air-to-surface missile aboard USS *Theodore Roosevelt* (CVN 71).

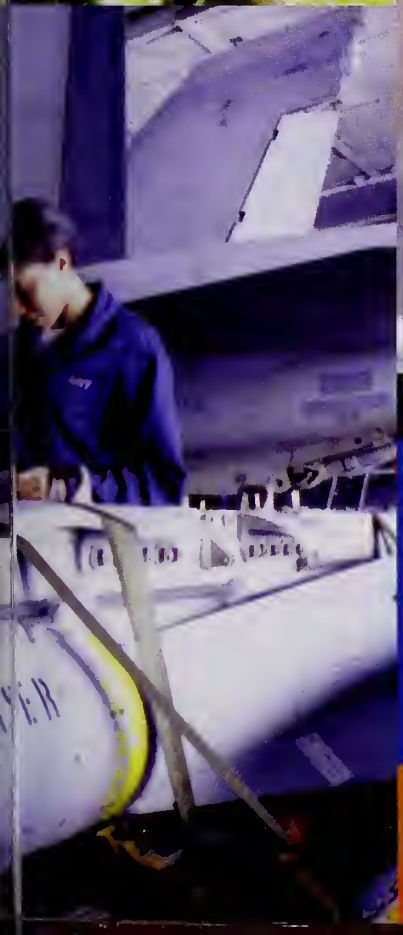
Photo by PH3 Donne McKissic



MAKING ROUNDS

BM2 Melissa Tackitt from Ithaca, Mich., checks perimeter security as an MH-53E *Sea Dragon* from Helicopter Mine Countermeasure Squadron (HM) 15 lands to pick up the security team. HM-15 is currently embarked aboard USS *Inchon* (MCS 12).

Photo by PH2 Brian McFadden





BEACHFRONT PROPERTY

An Air Cushion Landing Craft (LCAC) moves onto the beach at Litohoro, Greece, carrying equipment for the 26th Marine Expeditionary Unit (MEU). The first wave of Marines assigned to the 26th MEU came ashore during the early-stages of NATO's peacekeeping mission in Kosovo.

Photo by Marine Corps CWO2 Seth Rossman

The Final Word

Just In **Time**

By JO1 Robert A. Benson

Hello, Guinness Book of World Records? Yes, I'd like to report a national record I set recently with the help of some of my Navy buddies.

And the event was?

Plane pulling.

Plane pulling? But sir, that's almost as obscure as the goldfish swallowing, worm eating and phone booth stuffing categories. I'll have to ask your name to verify this.

Machinist Mate 2nd Class Thomas Strickland. And I know you gave coverage to a man who ate an airplane piece by piece, so I'm hoping you'll give us recognition for pulling one.

And when was this record set?

June 5th at Dulles International Airport in Virginia. We pulled a 150,000-pound 727 airliner 12 feet really quick. Set a new national record.

Ah... OK... go on.

Well, the event was meant to raise money for certain organizations. There were about 70, 20-person teams who turned out for the plane pull. Most of the teams were made up of real big guys, like ours was.

Anyway, the first team got up there, grabbed the rope tied to the plane's front wheel, and pulled like crazy when the referee blew his start whistle. They pulled it 12 feet in 10.78 seconds. Then another team did the same thing, time 9.66 seconds. Next team, 10.03 seconds; next 7.65.

And what was your team doing at the time?

Meditating; psychologically preparing ourselves. Reflecting on the months of preparation down in Norfolk where we practiced with the Secretary of the Navy's plane time and time again.

Sounds impressive!

We wanted the win bad. I'll get to those reasons in a minute.

How fast did you guys pull the plane?

You're not going to believe the time, but we have proof. Remember, the other teams were averaging about nine to 10 seconds. Our time was blistering fast; Like I said, there were personal reasons for the hard push... er... pull.

And your time?

First, let me tell you about our pull. We were screaming and hollering to psyche ourselves up. I pre-positioned everyone along the rope: fast guys up front and heavyweights in the middle. We even did a group hand salute to the crowd before we did the pull.

Wow, how patriotic. Bet the spectators liked that huh?

It really got them behind us. They were cheering us on like crazy. The adrenaline in all my 20 guys was flowing; we were actually shaking with anticipation.

Then the start whistle sounded?

Yeah, and we pulled like we never did before.

Your time?

Five point seven five seconds!!

Nobody – not on the team or in the crowd – could contain themselves. We demolished the competition.

And the inspiration you mentioned? Where did that come from?

Justin.

Justin?

He's my 13 year-old son who has Down's Syndrome. The win was for him.

Sounds like an amazing story of hope courage and teamwork. So where to now?

The world competition in Hawaii. I'm told we will take on the reigning world champs – a bunch of real big airline baggage handlers. But you know what I say?

What's that?

Look out Worlds, here we come!

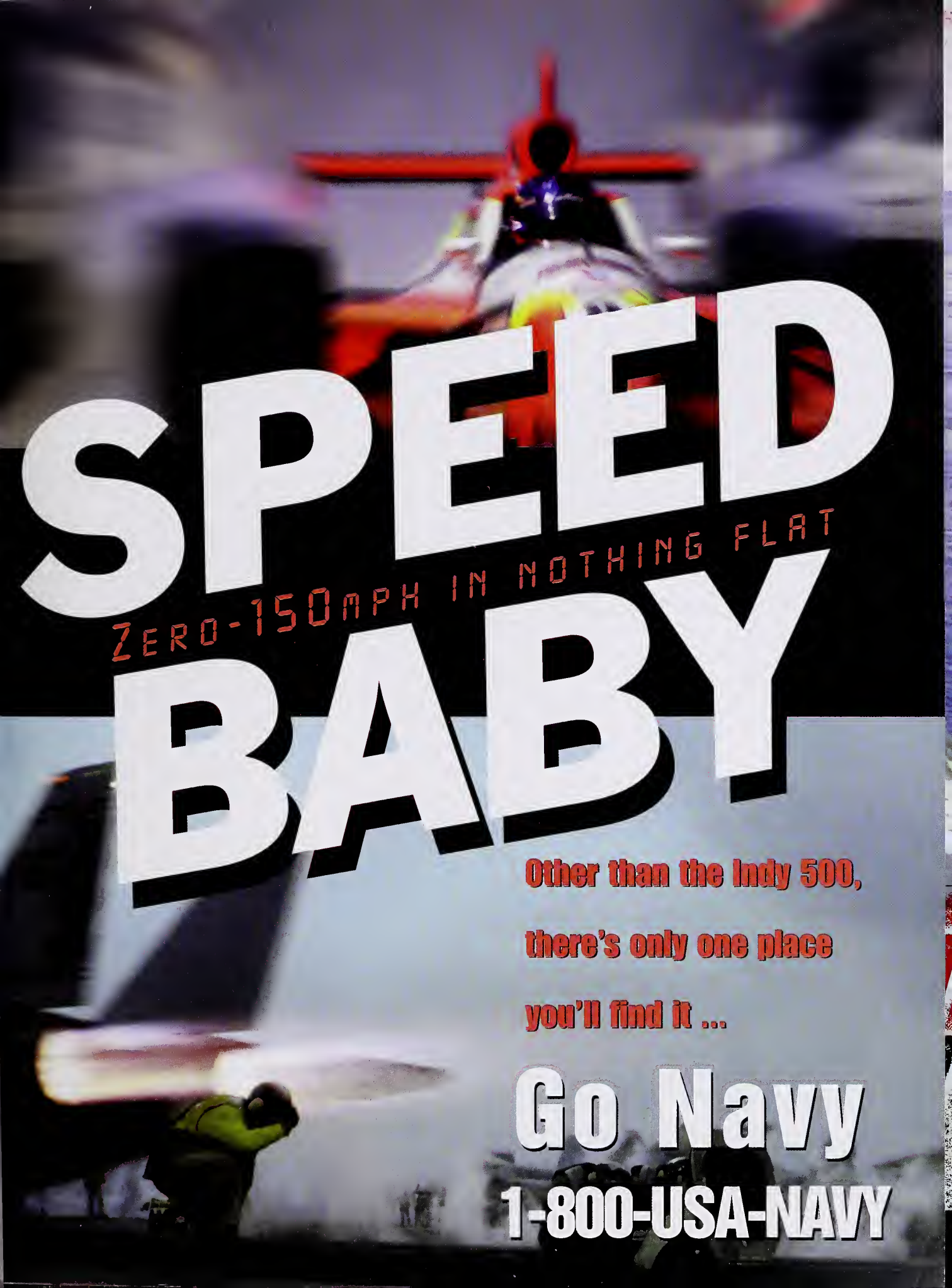
Did you know?

In 1863, the Confederate Congress established the Torpedo Service. Their mission was to sow Southern waterways with "Bushnell Kegs" (watertight kegs filled with black powder and a flintlock detonator). These mines were prone to waterlogging and faulty detonators but cheap to produce. Forty-three Union ships were struck by Confederate mines during the Civil War; 27 of which sank.

What's known today as the Indianapolis 500 was originally called the International Sweepstakes. The first year of the race was 1911; the winner, with a time of 6:42.08, was Ray Harroun. Average speed for that race was 74.602 mph. Harroun used a rear view mirror in his car, the first ever mirror used in an automobile. The 1911 race also marks the first time a pace car was used.

In March 1995, the former amphibious assault ship USS *Inchon* (MCS 12) underwent a 15-month conversion before assuming a new mission as the Navy's only Mine Countermeasures Support Ship (MCS). As a floating port, *Inchon*, now based in Ingleside, Texas, provides both a landing platform for MH-53E *Sea Dragon* mine-sweeping helicopters and a repair and resupply facility for fleet coastal minehunters (MHC) and mine countermeasure (MCM) ships.

September 23rd marks the 200th anniversary of John Paul Jones' epic sea battle against HMS *Serapis* off Flamborough Head. It was during this fight that Jones, in command of USS *Bonhomme Richard* uttered his now-famous words, "I have not yet begun to fight!"


SPEED
ZERO-150MPH IN NOTHING FLAT
BABY
Other than the Indy 500,
there's only one place
you'll find it ...
Go Navy
1-800-USA-NAVY

All Hands

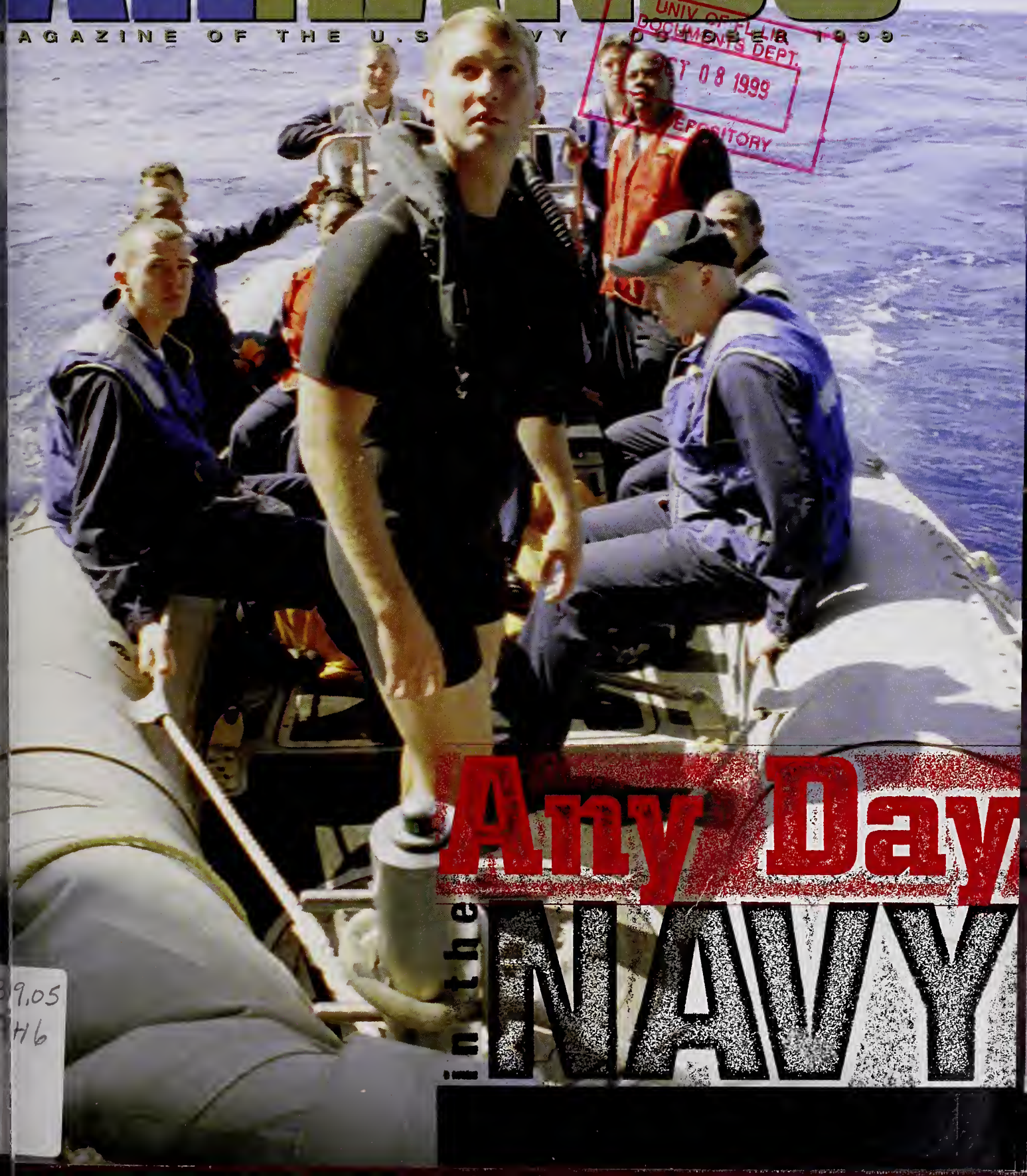


U.S. DEPOSITORY

All HANDS

AGAZINE OF THE U.S. NAVY OCTOBER 1999

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Any Day in the NAVY

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Any Day



Congratulations!

You've just fallen into our trap, and proven what magazine editors have known for years: A picture's worth a thousand words.

Be honest ... your eyes scanned the images on this page before you ever got to this text, didn't they? Or maybe you skimmed the entire magazine before coming here. ...

The photos provided by Sailors throughout the fleet for our annual "Any Day in the Navy" issue are the draw – and this month, image is everything. You won't find the usual stories and columns inside, but it can be argued we're providing more stories in this issue than we have in all of 1999.

Each picture tells a story. The photos speak volumes. These are images that tell us something about ourselves – the men and women of the U.S. Navy. They illustrate the fact that during the week of May 23-29, 1999, nearly 40 percent of our 323 ships were underway, and 93 of those were forward deployed. They show the Navy participated in 10 exercises, steamed tens of thousands of nautical miles, launched and recovered hundreds of aircraft, conducted countless shipboard drills, and most importantly, was a key factor in maintaining global peace and stability.

Within these covers are images that capture a split-second of humanity in a turbulent world.

NAVY



A P-3C *Orion* attached to Patrol Squadron (VP) 64, Willow Grove, Pa., prepares for launch from Naval Station Roosevelt Roads, Puerto Rico, in support of anti-drug operations in the Caribbean.

Photo by PH1(AW) Glenn E. Sircy

There are photos that go beyond the surface; some show inner beauty and strength, some almost radiate energy and emotion. Some will touch your heart. Not all of the pictures will win photo contests; many may not have even made it home in a letter. But they all show the Honor, the Courage and the Commitment it takes to serve in the world's finest Navy.

More than 1,500 submissions were received for this year's *Any Day in the Navy* issue, and the task of whittling them down was daunting. The staff of *All Hands* greatly appreciates the efforts of everyone who took the time to help document this incredible, yet incredibly common week – this week we call *Any Day in the Navy.*

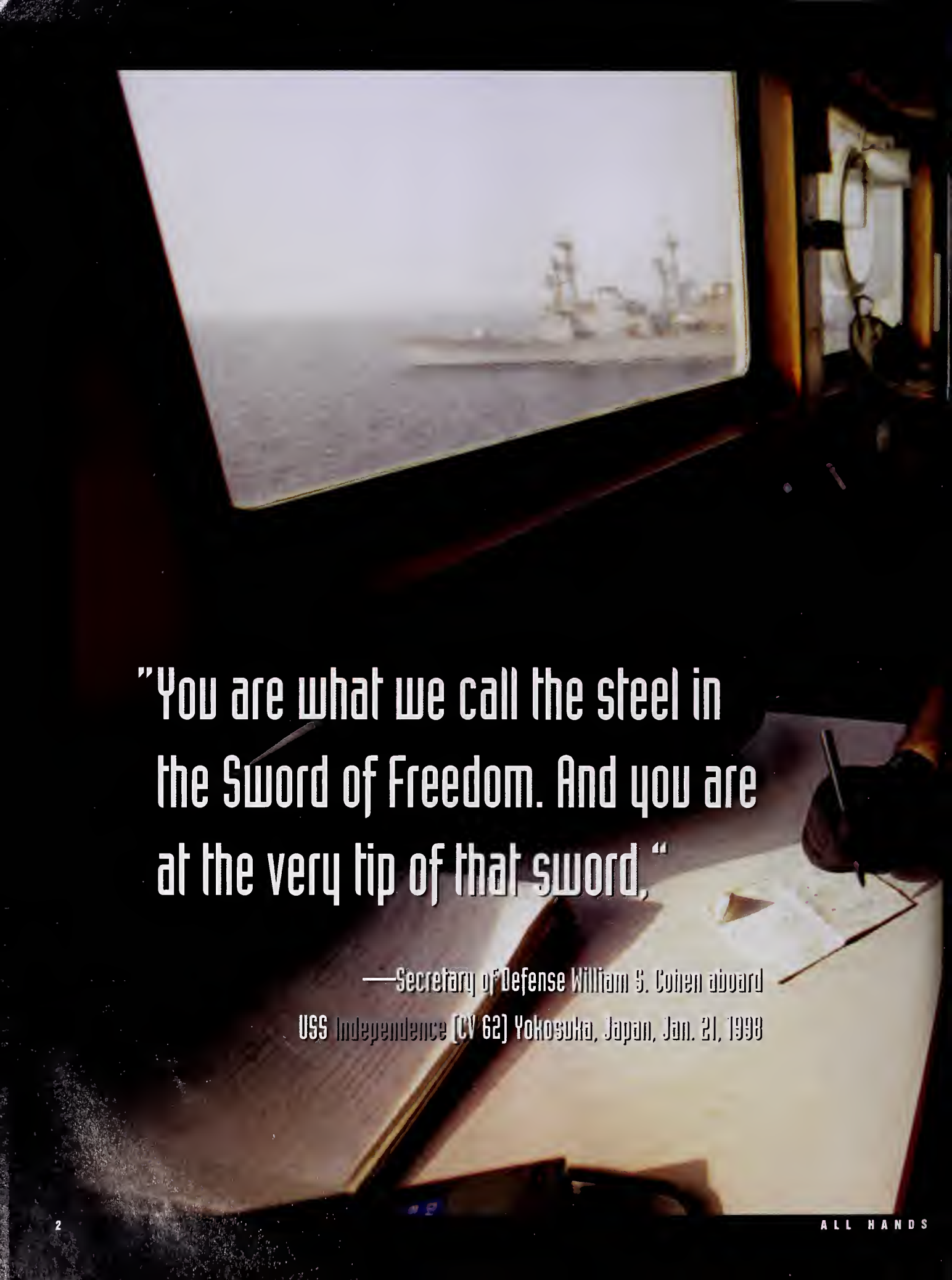


Crew members of USS *Gonzales* (DDG 66) dock at the fantail of USS *Theodore Roosevelt* (CVN 71) to drop off Sailors and acquire a new complement of them. The two ships are participating in an exchange program that lets each ships' Sailors see how the others live and work.

Photo by PH3(AW) Donne' McKissic

Back cover. AO3 Garyon Ford of Dallas, Tightens a stabilizing fin on a GBU-16 laser-guided bomb onboard USS *Theodore Roosevelt* (CVN 71).

Photo by PH3(AW) Donne' McKissic



"You are what we call the steel in the Sword of Freedom. And you are at the very tip of that sword."

—Secretary of Defense William S. Cohen aboard USS Independence (CV 62) Yokosuka, Japan, Jan. 21, 1998



GM1 Dan Cordona, a native of San Antonio, relays information back to USS *Hewitt* (DD 966) during the boarding of a merchant vessel in the Arabian Gulf.

Photo by PH1 Spike Call

Any Day



◀ CWO2 Todd W. Devoe, from San Diego, has a bird's-eye view as he performs his second of two SPIE (Special Patrol Insertion Extraction) exercises over Orote Point, Guam.

Photo by PH3 Andrew Meyers

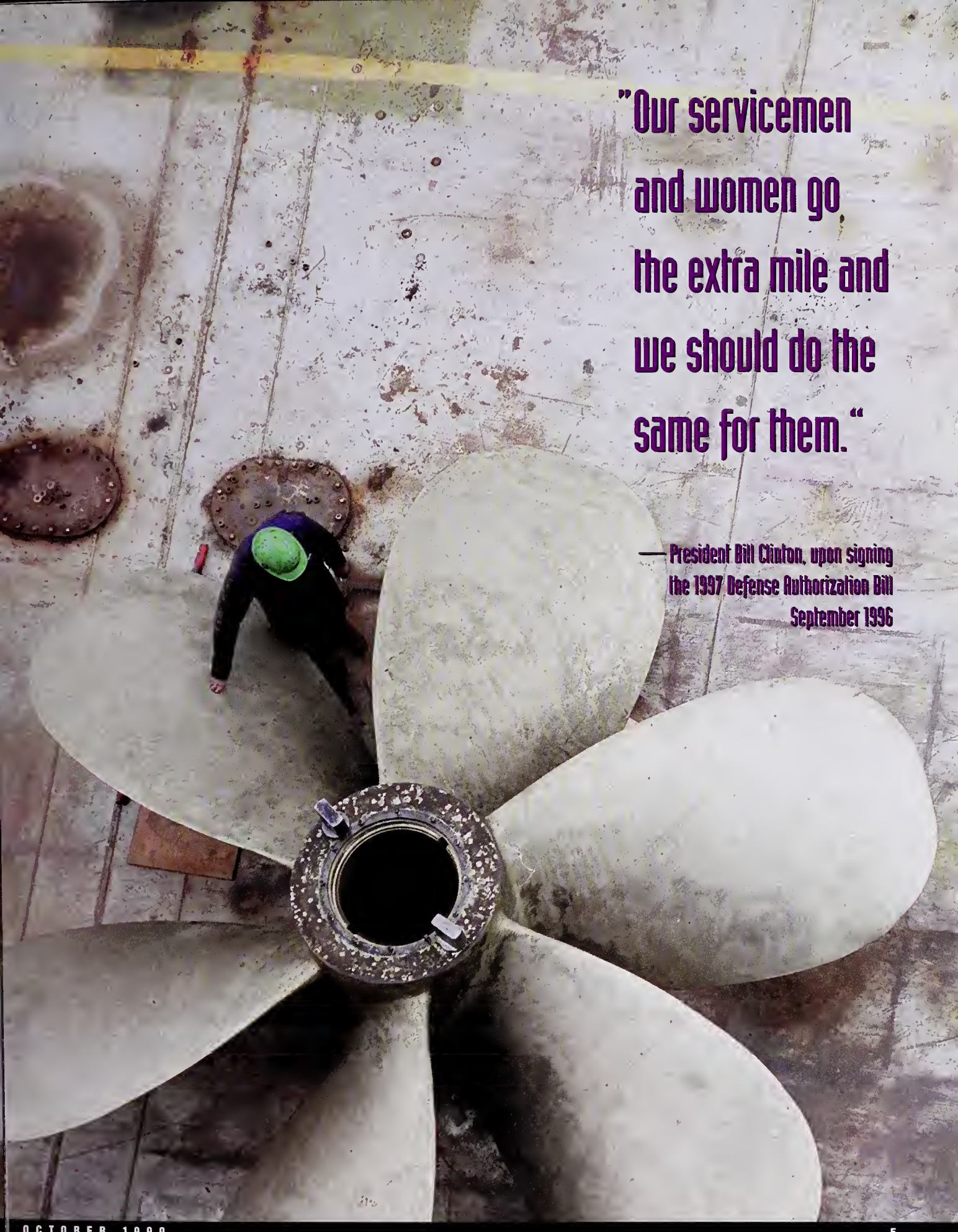
▶ A shipyard worker from the National Steel Shipbuilding Company (NASSCO) inspects one of the screws from USS *Essex* (LHD 2). *Essex* underwent a Dry-docking Phased Maintenance Availability at NASSCO in San Diego.

Photo by JO1(SW/FMF) S.A. Thornbloom



▲ The blue shirts of V-1 division aboard USS *John C. Stennis* (CVN 74) stand by to move ramp assemblies in preparation to rig the barricade for emergency drills at sea.

Photo by PH3 Mike Larson



"Our servicemen and women go the extra mile and we should do the same for them."

— President Bill Clinton, upon signing the 1997 Defense Authorization Bill
September 1996



▼ A "Take Charge and Move Out" mission requires that aircrews be prepared to deploy 365 days a year, so maintenance is done in a timely and safe manner. AEAN Cody Schultz inspects the intake of one of four E-6A CFM 56 turbo-fan engines. Schultz, a native of Decatur, Texas, is assigned to the Avionics Division of VQ-4, Hangar Bay 3, Tinker AFB, Okla.

Photo by Dave Faytinger



▲ Replacing engine parts is just one task in the busy day of ADAN Abdul Sesay. Sesay is from the Bronx, N.Y., and works at Air Intermediate Maintenance Dept., Misawa, Japan.

Photo by PH2 Lisa Kay Kwaterski

■ USS *Greenville* (SSN 772) returns to Pearl Harb Navy Shipyard after an underway period.

Photo by STS1(SS) Greg Smith

"Our Sailors are operationally focused, they work intensely to better themselves both personally and professionally, and they remain, without question, our greatest asset."

— ADM Jay Johnson,
Chief of Naval Operations, U.S. Naval Institute,
April 23, 1997



NAVY

▼ In the early hours of the morning, a crew member from USS *Arctic* (AOE 8) helps load supplies underneath a CH-46 helicopter during a vertical replenishment with USS *Theodore Roosevelt* (CVN 71).

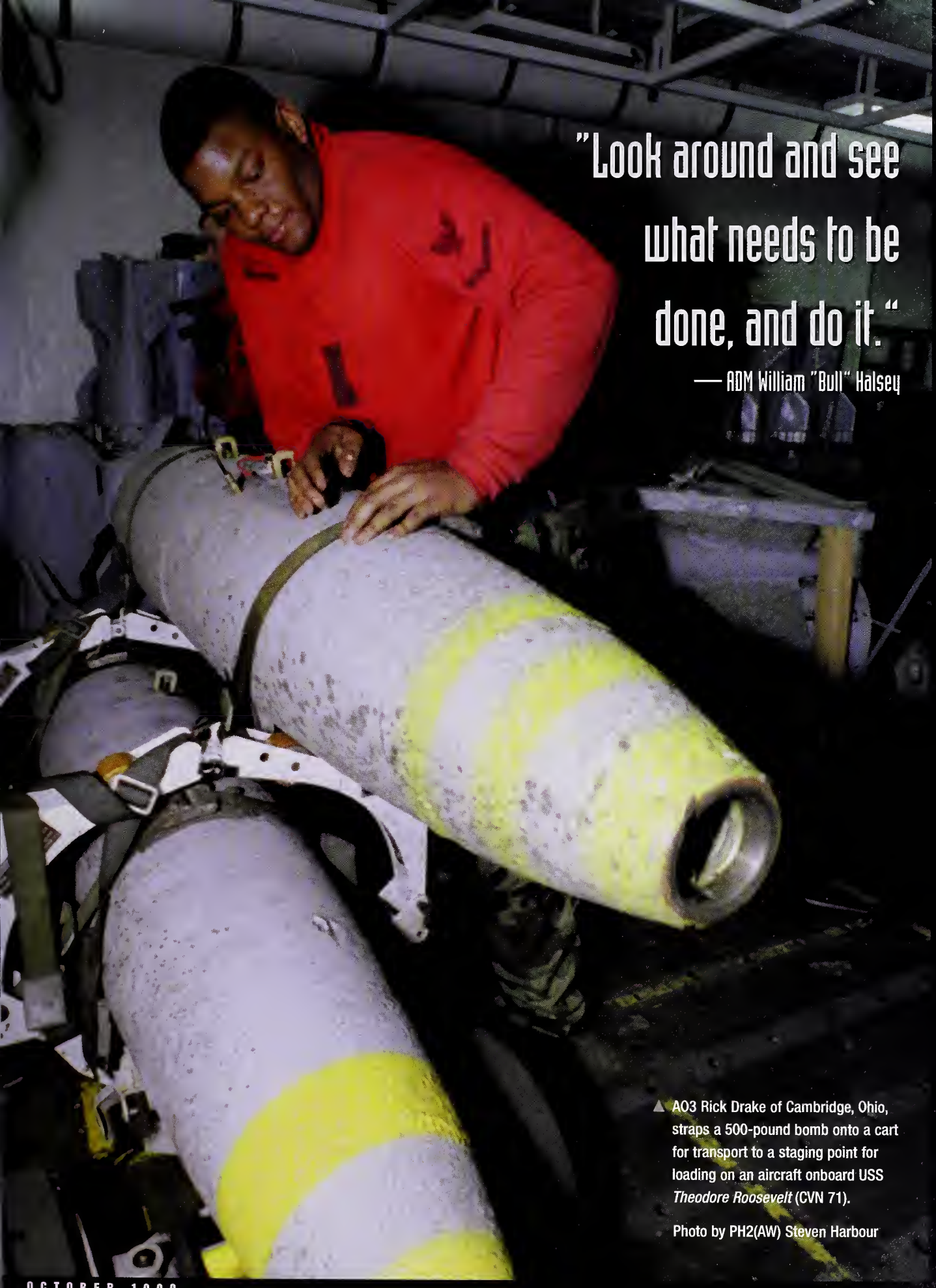
Photo by PH2 Johnny Grasso



▼ Airmen aboard USS *John C. Stennis* (CVN 74) race to rig a barricade. This is just one of several arduous duties the flight deck personnel of *Stennis* perform during a Tailored Ship's Training Availability (TSTA).

Photo by LT Wayne S. Grazio





"Look around and see what needs to be done, and do it."

— ADM William "Bull" Halsey

▲ AO3 Rick Drake of Cambridge, Ohio, straps a 500-pound bomb onto a cart for transport to a staging point for loading on an aircraft onboard USS *Theodore Roosevelt* (CVN 71).

Photo by PH2(AW) Steven Harbour

Today

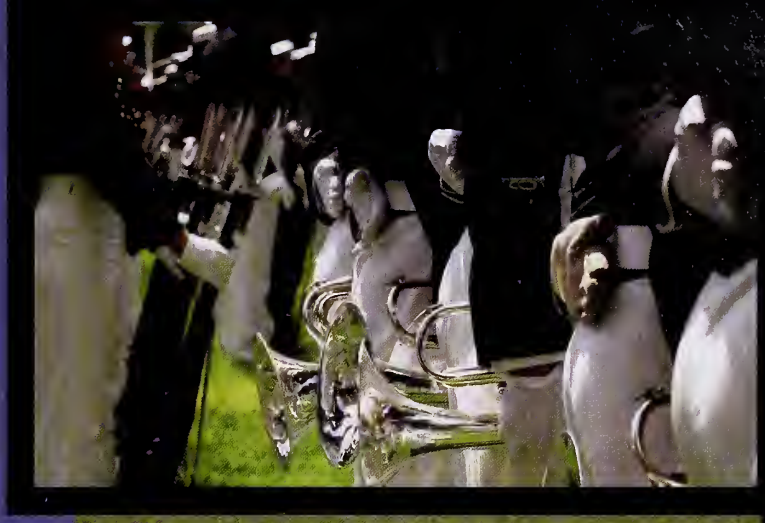


Reserve Sailors serve as flag bearers prior to a Medal of Honor dedication ceremony in Indianapolis.

Photo by JO1 Robert Benson

"The Navy has both a tradition and a future—and we look with pride and confidence in both directions."

— ADM George Anderson
CNO, August 1961



The Drum and Bugle Corp and a company of Midshipmen stand at parade rest during the last Color Parade of the year at the U.S. Naval Academy.

Photo by PH1 Patrick J. Cashin



Band Leader LTJG David Houge of Burlington, N.C., makes sure everyone is on the right page before the 7th Fleet Far East Band begins its concert.

Photo by PH3 Johnny Parker



▲ Basic Underwater Demolition/SEAL instructors PH2 Sean Mruck (top) and HM2 Patrick Babolik simulate a combat dive. Babolik demonstrates the use of an attack board (underwater navigational device) at Naval Amphibious Base North Island, San Diego.

Photo by PH2 Ted Banks



▶ An LCAC from Assault Craft Unit 5 Det. WESTPAC Alpha, U.S. Fleet Activities Sasebo, Japan, launches from Saki Bay for a routine maintenance flight.

Photo by PH1(AW) Essex D. Moore III



▶ PH3 Marjorie R. McMillen, the production petty officer at Fleet Imaging Center Pacific, Guam, looks over some of the day's photos. McMillen is a native of Hermiston, Ore.

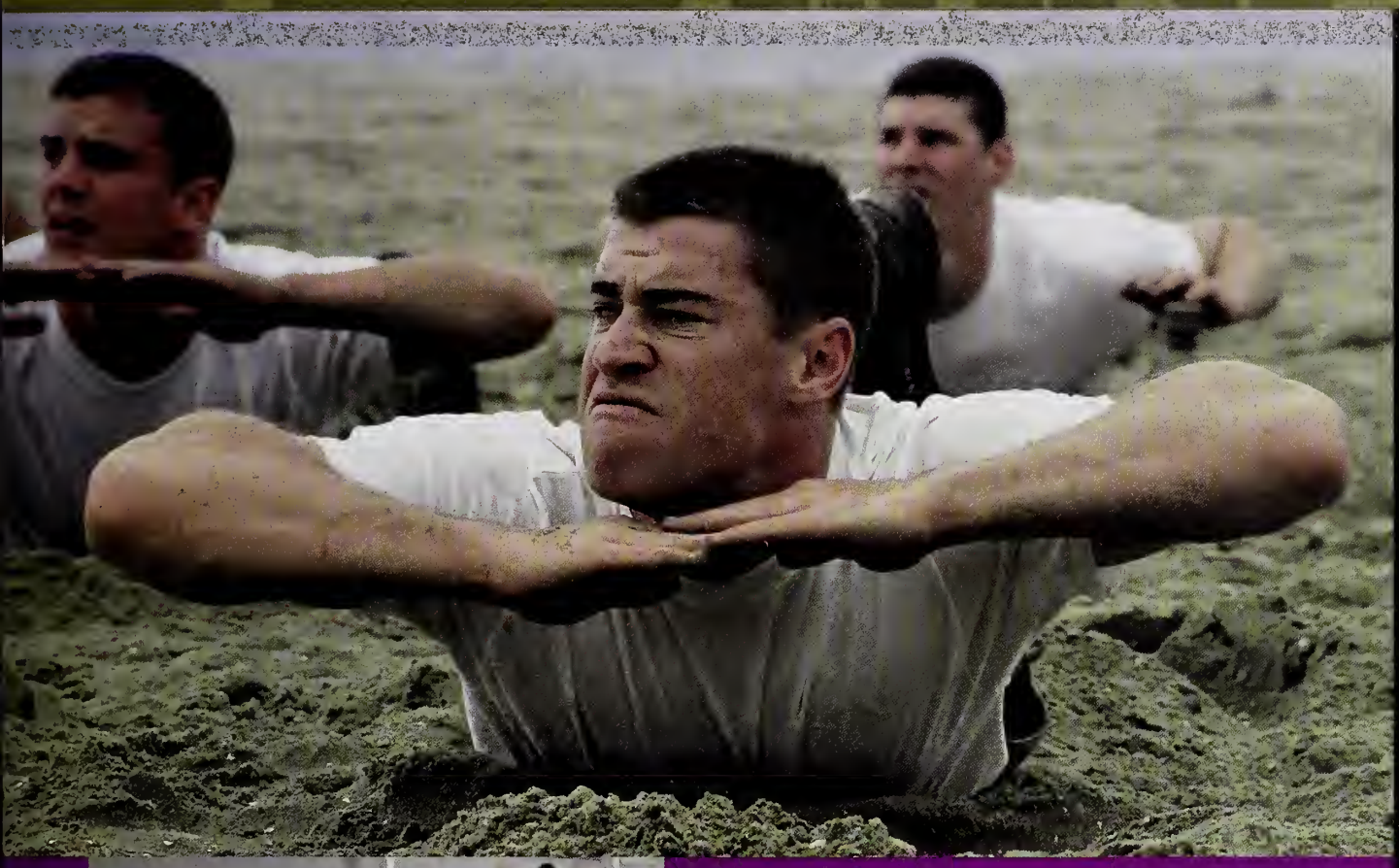
Photo by PH1(SCW/SW) Braxton Plunkett



▲ PN1(AW) Corey A. Hamilton, from Kingsville, Texas, holds his 8-month old son Hunter while attending a retirement ceremony. Hamilton is stationed at PSD Oklahoma City, Tinker AFB and was the 1998 Sailor of the Year for PSD Oklahoma City.

Photo by PH2 Michelle M. Smith

Any Day in the Navy





▲ Basic Underwater Demolition/SEAL candidates assigned to the Naval Special Warfare Center, Naval Amphibious Base North Island, San Diego, get dropped on the beach for physical training.

Photo by PH2 Ted Banks

◀ HM2 Autumn Smith, a native of Kirksville, Mo., assigned to Naval Hospital Guam, does pull-ups while OS2(SEAL) Tim Wood of NSWU-1, a Los Angeles native, spots her at the Charles King Gym on the ComNavMarianas main base.

Photo by PHAN Crystal Brooks

"For God's sake, get ready and let us strike a good blow."

— Secretary of the Navy Paul Hamilton, in a letter to Commodore John Rodgers after Congress declared war against Great Britain in 1812

▼ Dawn breaks through an orange haze over the flight deck of USS *John F. Kennedy* (CV 67) in Mayport Naval Station, Mayport, Fla.

Photo by PHAA Chris Moore





▲ ABE3 Jason Shuler of Ft. Worth, Ind., exhausted from a series of early morning drills, supports a piece of the emergency barricade on the USS *John C. Stennis* (CVN 74) flight deck. These Sailors are participating in the carrier's Tailored Ship's Training Availability (TSTA) evolution off the coast of Southern California.

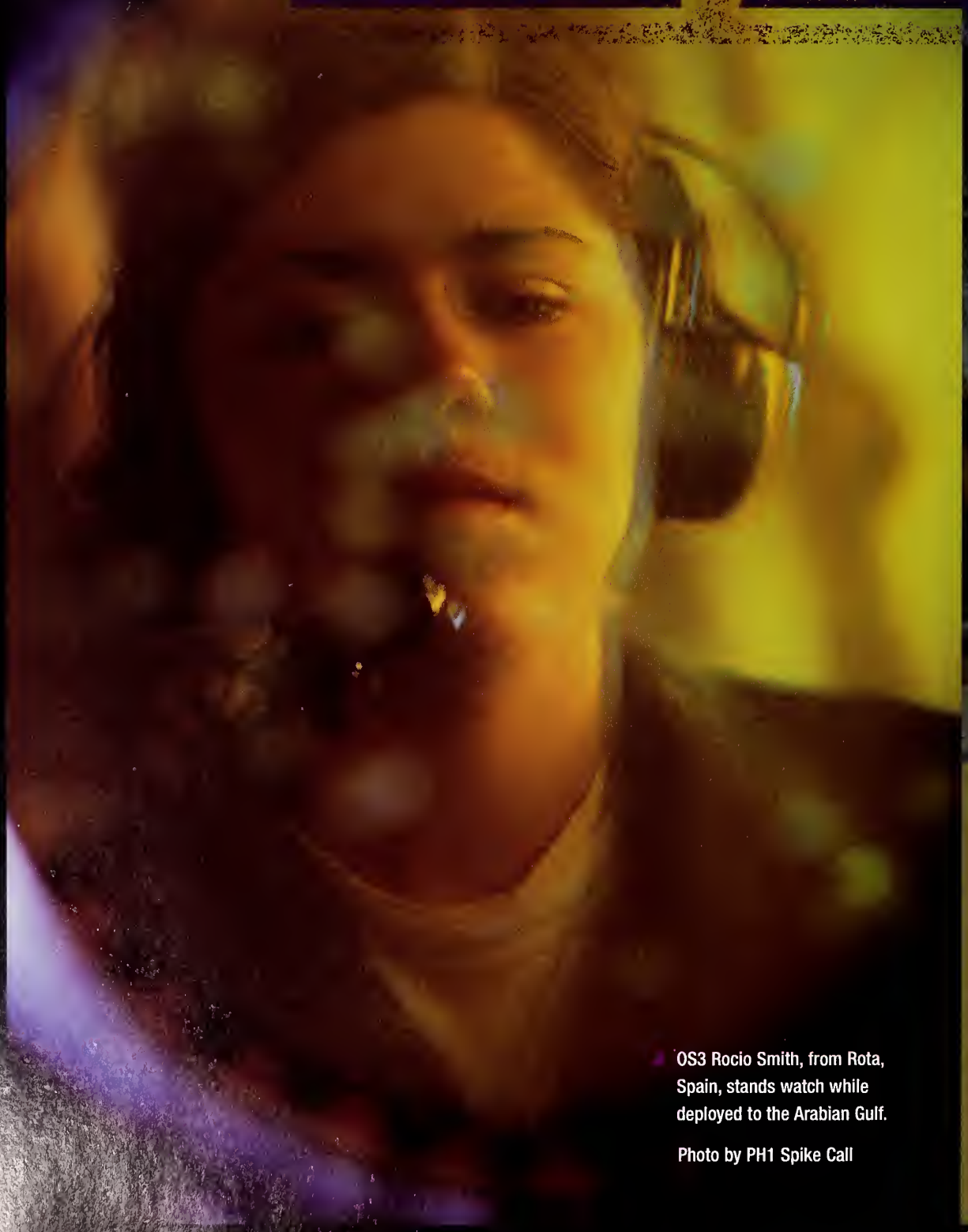
Photo by PH3 Mike Larson



HN Isabel Ramirez, a native of Los Angeles, prepares hundreds of prescriptions for the crew. The medical department aboard USS *Theodore Roosevelt* (CVN 71) provides care for a crew and airwing of more than 5,000 Sailors.

Photo by PH2(AW) Steven Harbour

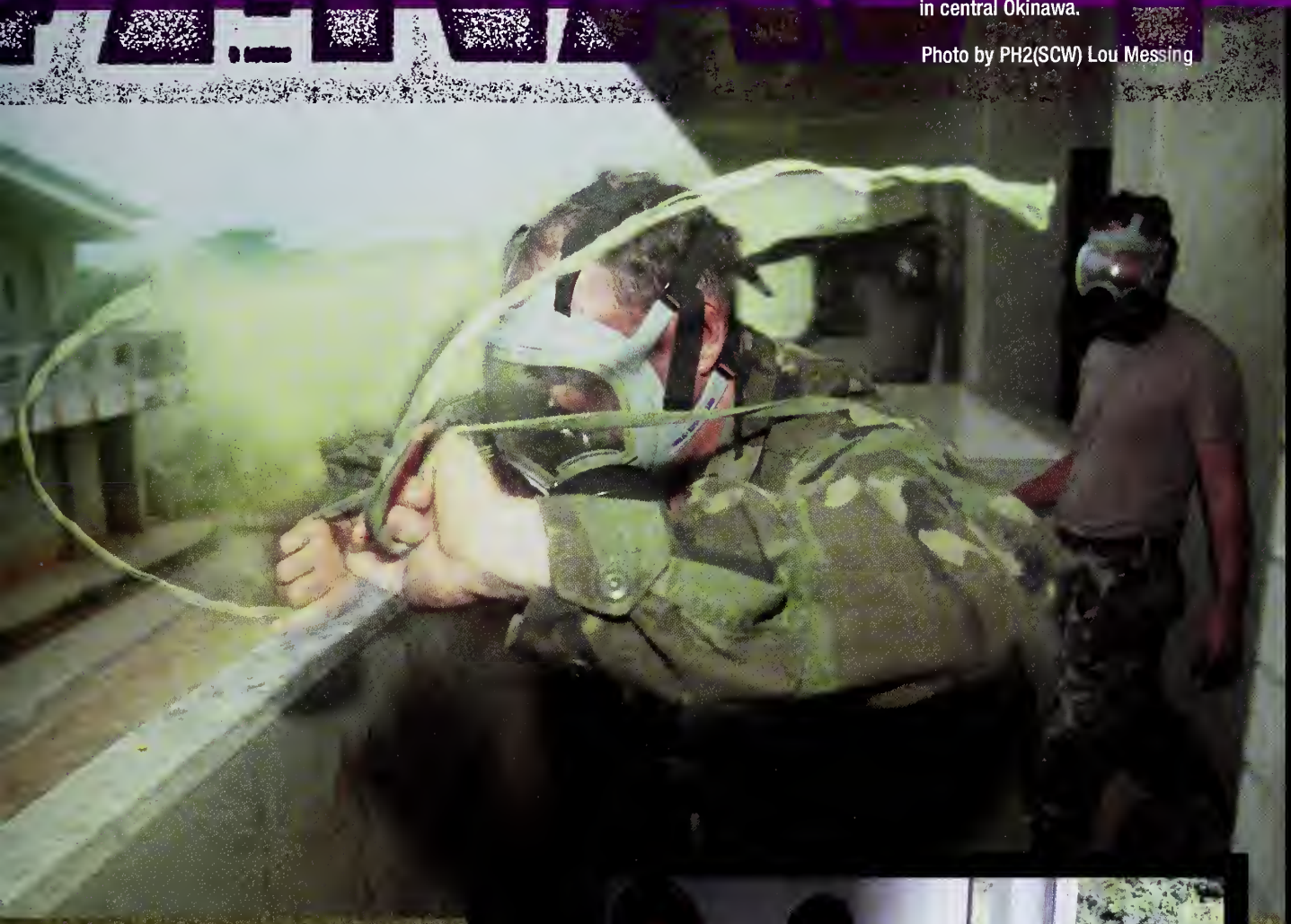
Any Day



OS3 Rocio Smith, from Rota, Spain, stands watch while deployed to the Arabian Gulf.

Photo by PH1 Spike Call

the NAVY



Prepared for the worst, EO3 Sean Riggins jumps into a chemical, biological and radiological (CBR) suit as a cloud of simulated nerve gas begins to drift toward him. The training is part of NMCB 5's urban field exercise in central Okinawa.

Photo by PH2(SCW) Lou Messing



OS2 Aurello Lopez Pagan (center) of Cabo Rojo, Puerto Rico, reviews the *UNITAS* Atlantic Phase Schedule of Events. YN1 Dwayne Travis (right) of Livingston, Ala., is editing the operations order.

Photo by LT Jeff Gordon



AO2 Jeramy A. Roberts from Marianna, Fla., answers phone calls made by potential recruits at Navy Recruiting Station, Chandler, Ariz. Recruiters rely heavily on telephone contacts to quickly reach as many people as possible.

Photo by PH2(SW/AW) Kevin H. Tierney

EO2 Ronald Chaffee of Alma, Mich., operates an excavator at NMCB 133's Navy Housing Demolition Project, Marianas Islands, Guam.

Photo by PH1(NAC) Tammy Trefts



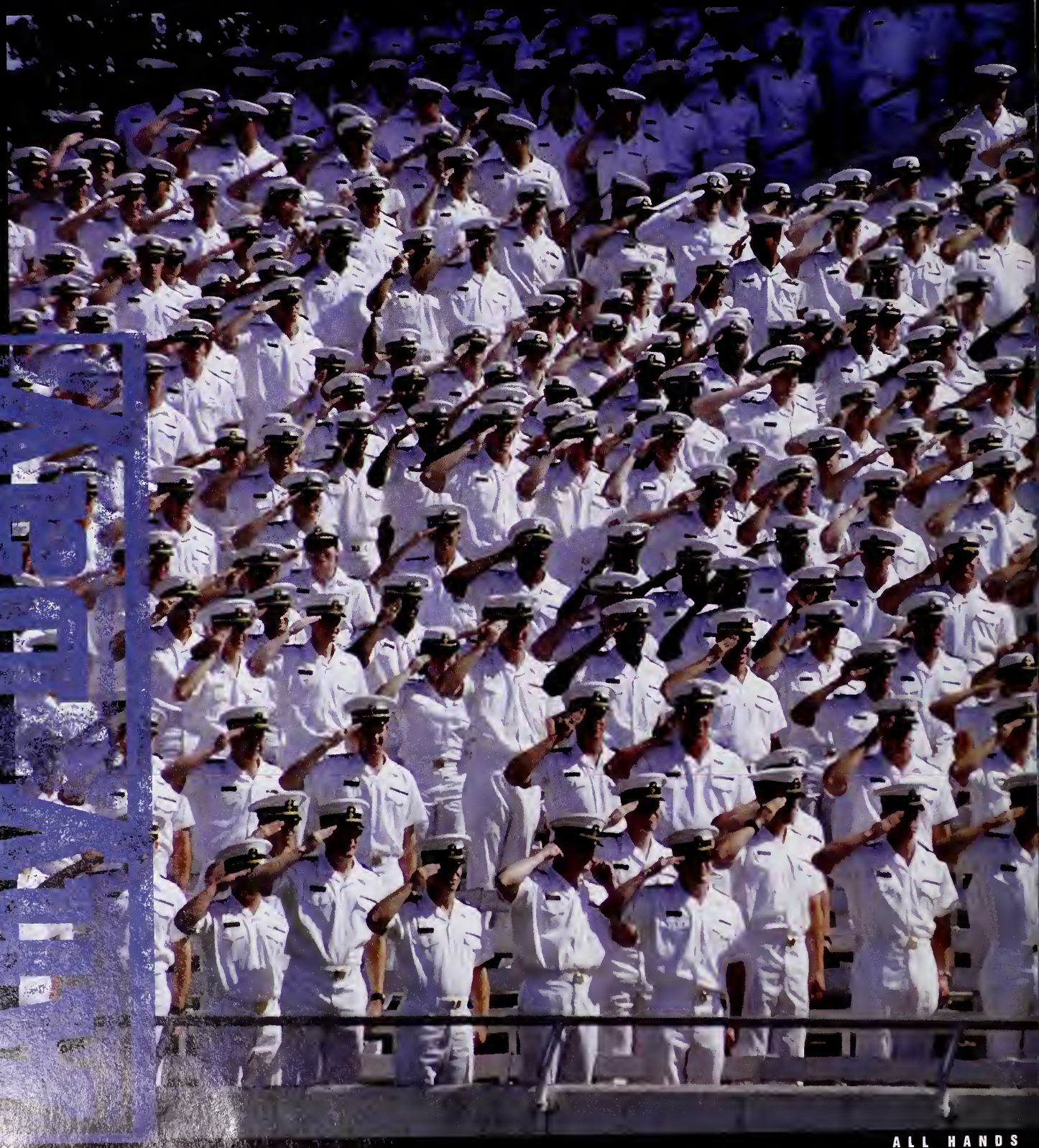
Chase Allvord, 9, son of LT Terry Allvord a crew member on board USS *Essex* (LHD 2), watches the action of the San Diego-based Navy Baseball Club from the dugout at the Pt. Loma Nazarene College ball field. Allvord is the team's batboy. On this day, Navy beat a visiting Air Force squad from Luke Air Force Base, Ariz., in a double-header.

Photo by JO1(SW/FMF) S.A. Thornbloom



"Loyalty down begets loyalty up."

— Commodore Edward Preble



▼ The brigade of Midshipmen salute durin the playing of the National Anthem at th 1999 commissioning ceremony at the U.S. Naval Academy.

Photo by PH2 Marie Harmon



◀ Midshipman 1st Class Kevin Jackson lets out a yell when he see his family in the stands as he returns to his seat after receiving his diploma from the U.S. Naval Academy.

Photo by PH1 Patrick J. Cashin



▲ PHAN Darryl I. Wood, assigned to USS *Enterprise* (CVN 65), monitors the sit-up portion of the semi-annual physical readiness test.

Photo by PHAN William R Crosby





▲ Officer Candidate School Drill Instructor Marine Corps Staff Sgt. Jonathan Cagle of Lexington, Tenn., checks the alignment of candidates at NAS Pensacola, Fla.

Photo by Scott Hallford

"We have the met the enemy, and they are ours."

— CAPT Oliver Hazard Perry



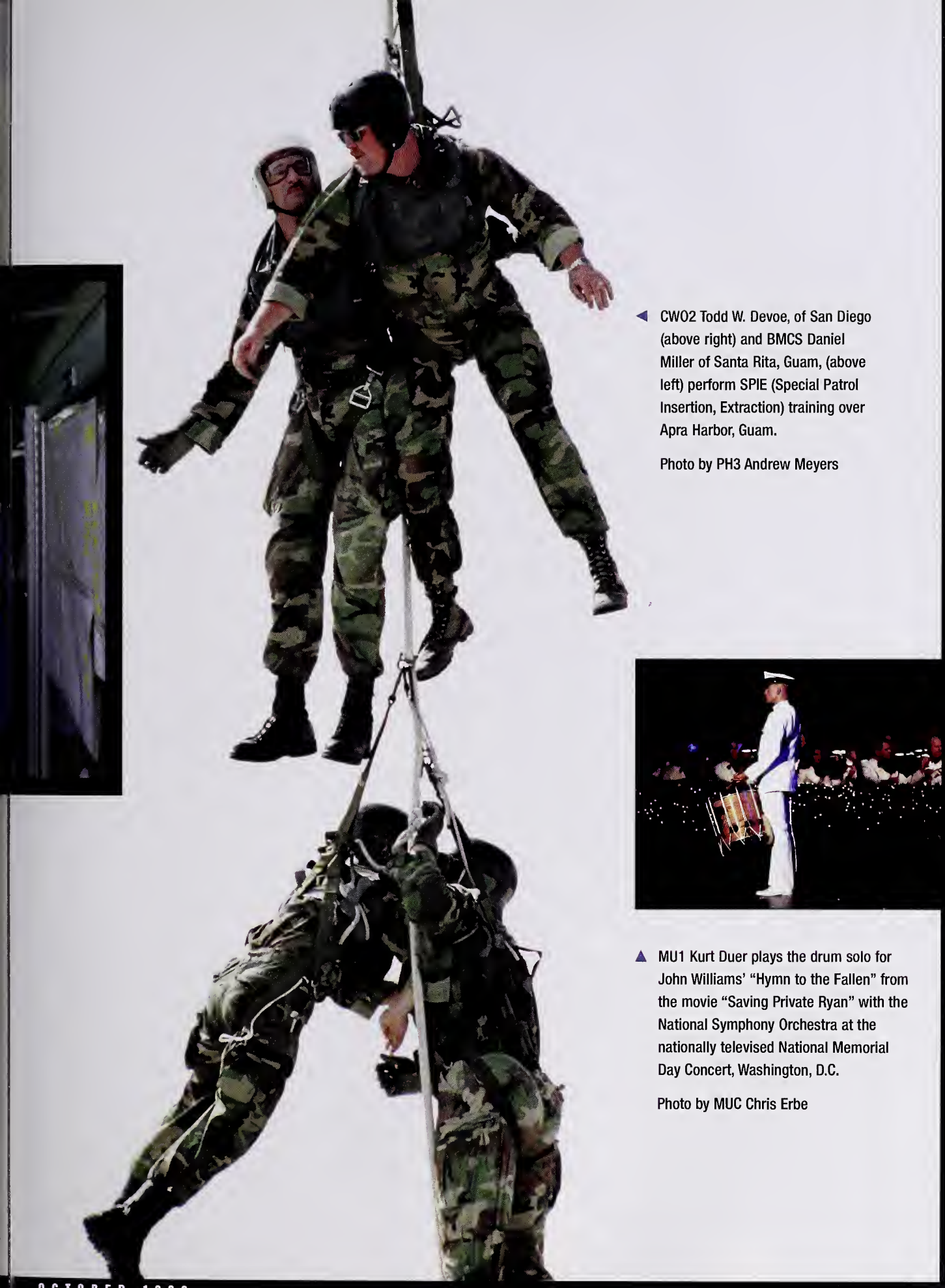


▲ Aboard USS *Theodore Roosevelt* (CVN 71), Sailors scan through the BUPERS message listing the results of the March 1999 advancement exam.

Photo by PH3(AW) Donne' McKissic

◀ BMSN Jeremiah J. Rebant from Hiawatha, Kans., takes meticulous care in polishing the brass stars that encircle a profile of Theodore Roosevelt. Rebant serves aboard USS *Theodore Roosevelt* (CVN 71) as a team member of Deck Department, Second Division.

Photo by PH3(AW) Donne' McKissic



◀ CWO2 Todd W. Devoe, of San Diego (above right) and BMCS Daniel Miller of Santa Rita, Guam, (above left) perform SPIE (Special Patrol Insertion, Extraction) training over Apra Harbor, Guam.

Photo by PH3 Andrew Meyers

▲ MU1 Kurt Duer plays the drum solo for John Williams' "Hymn to the Fallen" from the movie "Saving Private Ryan" with the National Symphony Orchestra at the nationally televised National Memorial Day Concert, Washington, D.C.

Photo by MUC Chris Erbe

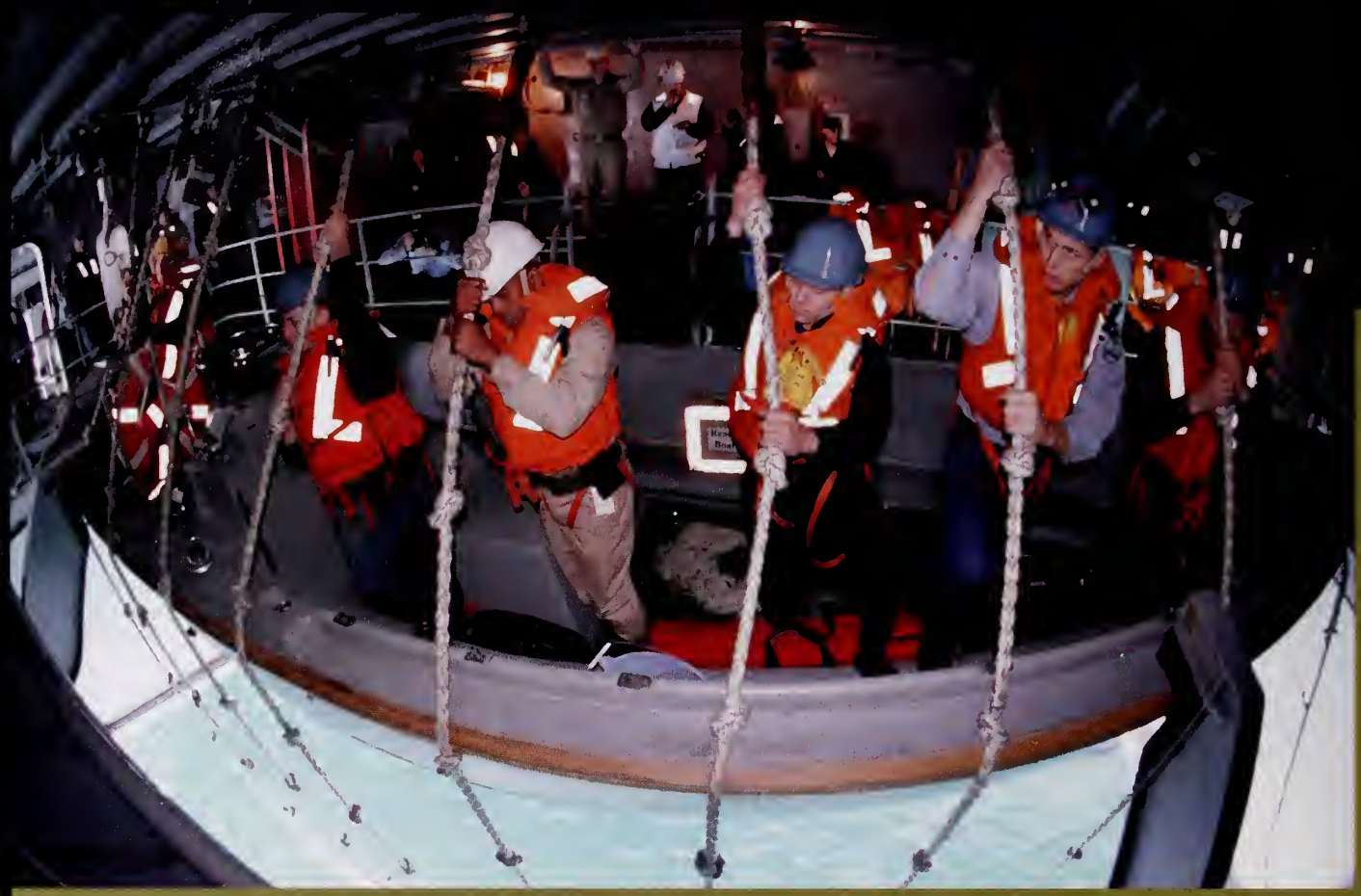


▼ EN1 Tracy S Roberts (left, in water) from Jewel, Kans., gets wet on a routine dive. Still on board, waiting to take the plunge are LT John B Moulton (left) from Napa, Calif., and GMC Robert F Stout (right) from Anchorage, Alaska. Splashing the divers is RM1 Chris A. Anderson (front center) from Whidbey Island, Wash., and ET1 Michael J. Reczek from Philadelphia supervises. All are from Explosive Ordinance Detachment, Bangor, Wash.

Photo by Dale Barber

Any Day in the NAVY





▲▼ The starboard-side motor whaleboat crew descends into Southern California waters during a man overboard drill onboard USS *John C. Stennis* (CVN 74).

Photos by LT Wayne S. Grazio





Linehandlers for lines 5 and 6 from Combat Systems Department aboard USS *Arleigh Burke* (DDG 55) tie up to the pier in Stavanger, Norway, during NATO Exercise *MARVIKA '99*.

Photo by CWO4 William H. Hall

Three miles offshore of Honolulu, aboard USS *Los Angeles* (SSN 688), Sailors take advantage of a swim call during a predeployment anchor test.

Photo by STS1(SS) Greg Smith





As part of Career Day at Hugo A. Owens Middle School, Chesapeake, Va., PH3 Isaac O. Merriman, a native of San Antonio, demonstrates how to put on one of the Navy's MK 20 enclosed space diving masks to sixth grader Jeffrey Allen Cocklin. Merriman is a member of the Navy's Underwater Photo Team.

Photo by PH1(DV) Eric J. Tilford



PRCS(AW) Bob Bensink and GM1(EOD) John Winkler discuss emergency procedures before they attempt an MT-1 free-fall jump from 10,000 feet. Both jumpers are assigned to Explosive Ordnance Disposal Training Unit 2, Fort Story, Va.

Photo by PHC(NAC/DV) Johnny A. Wilson



HM2 Scott Meadow (left), from Los Angeles, a part-time umpire and full-time corpsman, calls U.S. Air Force Senior Airman Emzy Robinson (right) out. Robinson, from the 61st Fighter Squadron at Luke Air Force Base, Ariz., was tagged by RM2 Spence Holley, of Boise, Idaho, a crew member on USS *Rushmore* (LSD 47). The Navy Baseball Club, made up of Sailors stationed in San Diego, was playing a double header with the Luke AFB team at Pt. Loma Nazarene College, San Diego. The Navy won both games.

Photo by JO1(SW/FMF) S.A. Thornbloom

Any Day



▼ Wakasugi and his dog, Conan, of CFAS Security K-9 Unit, demonstrate how to contain and capture a felon at U.S. Fleet Activities Sasebo, Japan.

Photo by PHAN Mark A. Paradis

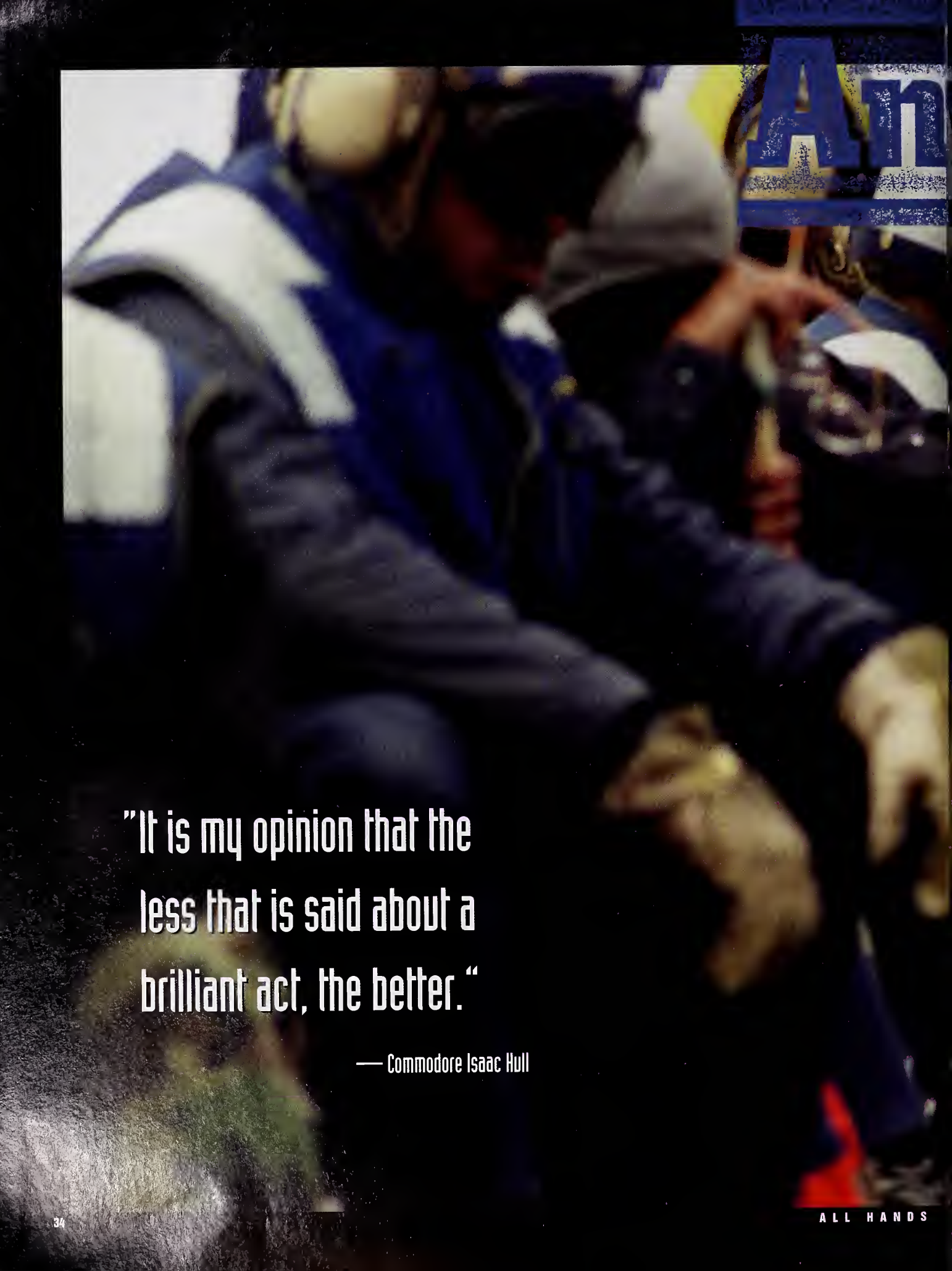
Aboard USS *Theodore Roosevelt* (CVN 71), while deployed in support of NATO's Operation Allied Force, HM1(SW/AW) Renaldo Galang from Subic Bay, Republic of the Philppines, verifies data entries in a few of the 5,000 crew member's medical records.

Photo by PH2(AW) Steven Harbour



SHSN Morgan speaks to his girlfriend back home in Auburn, N.Y. Morgan is attached to USS *The Sullivans* (DDG 68) homeported in Mayport, Fla.

Photo by PHAA Chris Moore



"It is my opinion that the less that is said about a brilliant act, the better."

— Commodore Isaac Hull

Day in the NAVY



◀ Sailors from Air Department's V-1 Division take a break and share a laugh between drills on the flight deck of USS *John C. Stennis* (CVN 74).

Photo by PH3 Mike Larson



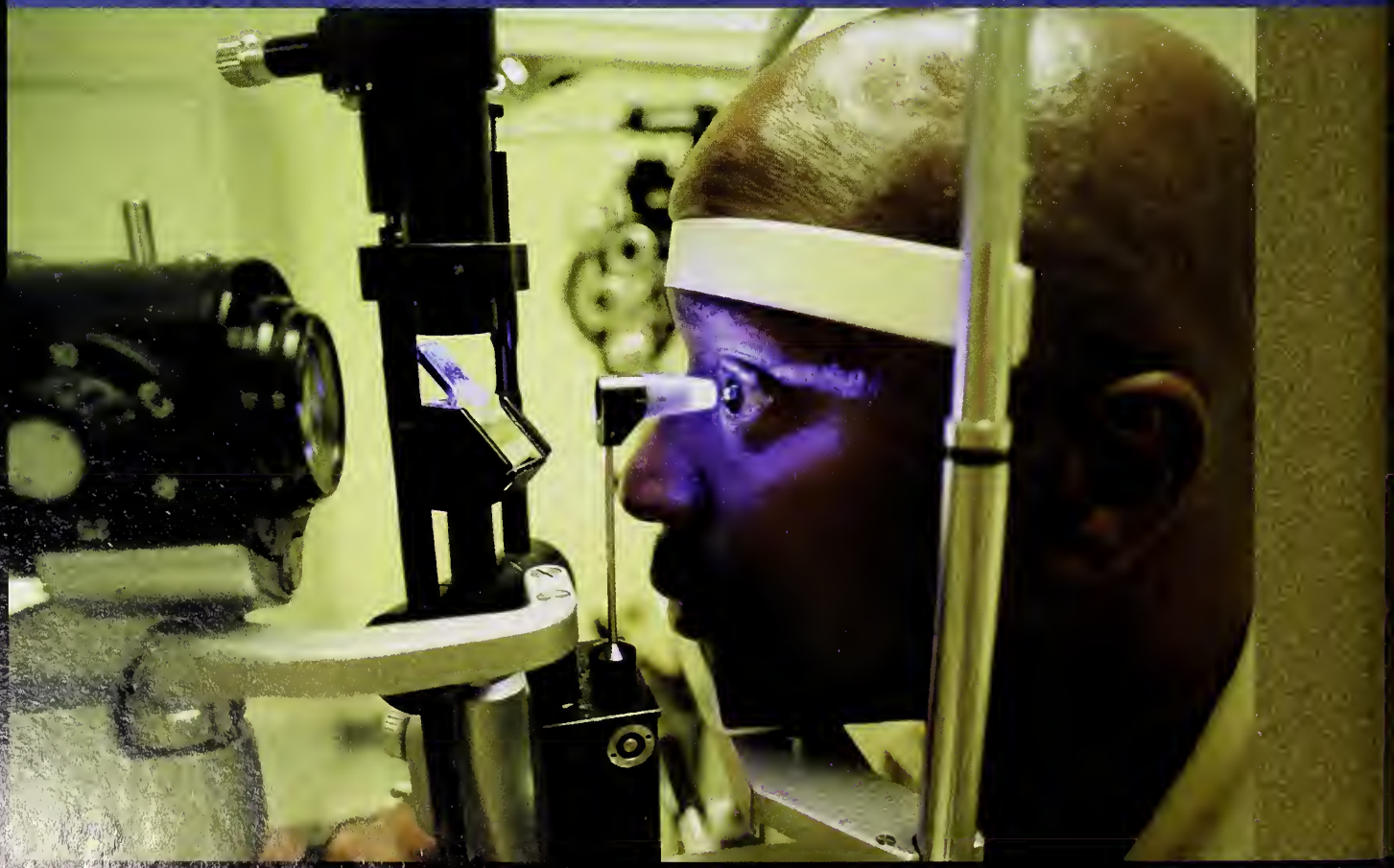
CDR Karen P. Fondren, CSO Fleet Activities Yokosuka, Japan, and OSCM(SW) A.C. Ottaviani, Command Master Chief, Fleet Activities Yokosuka, conduct a uniform inspection.

Photo by PH1 Russell Wolfkiel

ARMY NAVY

Chaplain (CDR) Ronnie King of USS *McKee* (AS 41) is examined with a Slit-Lamp Biomicroscope at Naval Medical Center, San Diego. The biomicroscope measures interocular pressure on the eye.

Photo by PH2 Ted Banks





"Thank God for the United States Navy!"

— Maj. Gen. Leonard Gerow, U.S. Army, V Corps commander at Omaha Beach, D-Day

Three-year-old Alyssa Johnson of Pensacola, Fla., helps put flags on gravesites at Barrancas National Cemetery at NAS Pensacola in preparation for Memorial Day Services.

Photo by Art Giberson

Any Day in the N



◀ Spectators blow bubbles at a Memorial Day parade in Indianapolis in which the Navy participated along with nearly 100 living Medal of Honor recipients.

Photo by JO1 Robert Benson



▶ For parents, Thursday in Newport, R.I., means Lobster Night at the O'club, but for kids it means a chance to catch crabs and starfish on the beach. Brittany, Chelsea and Trevor gather for an unsolicited pose to show off their evening catch. The Newport Bridge spans the Narragansett Bay in the background.

Photo by LCDR J. Scott Bruce



▲ On the first Saturday after his graduation from the U.S. Naval Academy, ENS Joshua C. Williams married his fiancée Christin S. Glorak.

Photo by PH1(AW) Frank A. Fey

Any Day



▼ Crew members board USS *John F. Kennedy* before dawn to get her ready for another at-sea period.

Photo by PH2 Gregory Pruitt

▲ Pilots LT Erich Roetz (left) and LTJG John Seip perform a "fly-by" at the airfield at NAS Oceana, Va.

Photo by PH2 Adam C. Goodrich



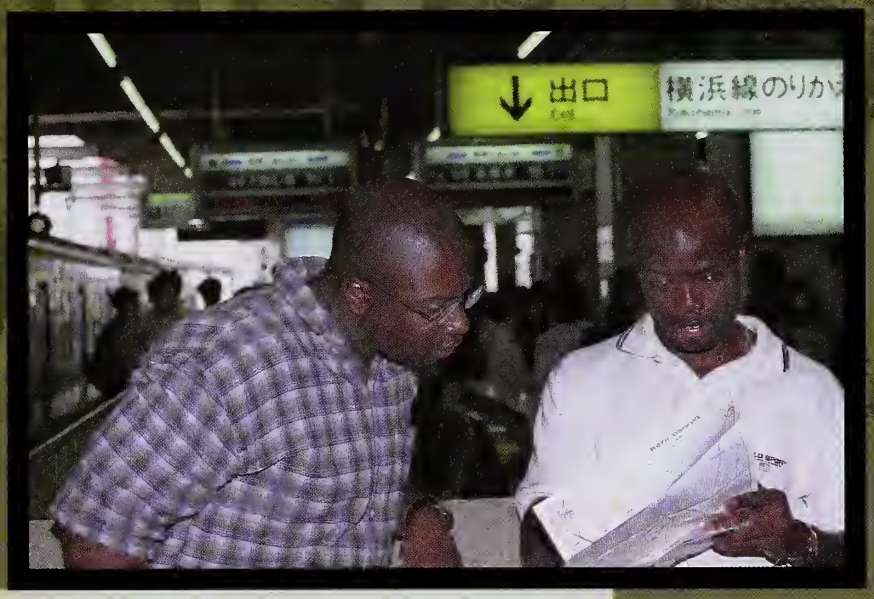
▶ SN Sheron Davidson of Muskogee, Okla., prays over the Holy Bible before religious services take place in the chapel aboard USS *John C. Stennis* (CVN 74).

Photo by PH3 Emily Baker



Flight deck crew members become "casualties" in a mass casualty drill aboard USS *John C. Stennis* (CVN 74). In addition to mass casualty drills, *Stennis* crew members regularly undergo an intense series of reactor, fire, medical and other drills.

Photo by JO3 S. Michael Feller



SH2 Roderick Harris from Dalgren, Ga., and YN2 Arnold Morgan from St. Louis, study train routes during the Intercultural Relations Course given by NAF Atsugi Family Services, Atsugi, Japan, to those newly arrived in Japan.

Photo By PH1 David Votroubek



CDR Shelley S. Marshall, commanding officer, Navy Recruiting District (NRD) Phoenix, calls to congratulate one of her recruiters after receiving the advancement list after the March Navywide exam.

Photo by PH2(SW/AW) Kevin H. Tierney

"I know how relieved I am each time when I turn to my operations officer and say, 'Hey, where's the nearest carrier?' and he can say to me 'it's right there on the spot.' For United States' interests, that means everything."

— Army Gen. John M. Shalikashvili, Chairman, Joint Chiefs of Staff, during a visit to USS Dwight D. Eisenhower (CV 69), July 28, 1997





▼ An F-14 Tomcat from Fighter Squadron (VF) 41 sits at rest with "Old Glory" on the fantail of USS *Theodore Roosevelt* (CVN 71). The carrier's crew is enjoying a well-deserved port call at Antalya, Turkey, taking a break from NATO's Operation *Allied Force*.

Photo by PHAN Adam Doty

NAVY







▲ A bow catapult safety petty officer crouches as an F-14 *Tomcat* belonging to Fighter Squadron (VF) 14 onboard USS *Theodore Roosevelt* (CVN 71) launches.

Photo by PH3 (AW) Donne' McKissic

◀ USS *Essex* (LHD 2) is gingerly guided into the floating drydock at the National Steel Shipbuilding Company (NSSC) in San Diego. It was the first time a ship the size and class of *Essex* put into NSSC for a Drydocking Phased Maintenance Availability.

Photo by JO1(SW/FMF) S.A. Thornbloom

◀ To control or put out a fire, one must first know what to do. Training is now in progress at the fire-fighting training center on the Naval Base Mayport, Fla. Instructor DC1(SW/AW) David Martinez (left) and ABF1 Steve Buckley direct Sailors who act as hosemen to put out a simulated flight deck casualty aircraft fire.

Photo by PH3 Tesra R. McCoy



◀ HMCS(SW/NAC) Daniel J. Forburger, from Algona, Iowa, escorts student STG3 John Zedaker, from Fort Wayne, Ind., after an exhausting fire training exercise at the ATG MIDPAC Firefighters School Pearl Harbor.

Photo by Marine Corps Staff Sgt. Jocelyn M. Broussard

▼ ABE2 Matthew Angus stands by before the launch of an aircraft from the flight deck of USS *Theodore Roosevelt* (CVN 71).

Photo by PH2 Jonathan Byrd

Navy Day



▲ AO2(AW) Michael Hall (right) from Chester, S.C., and AO2 Royce Cormier from St. Martinville, La., prepare a ROBOSKI, a high speed, specialized jet ski that simulates speed boat attacks against naval vessels. Both Hall and Cormier are assigned to Commander Fleet Activities Okinawa, Targets Division.

Photo by PH2 Anthony Puglian



▶ BM3 Daryle J. Burn from Cleveland, prepares for colors on board USS *Constellation* (CV 64).

Photo by PH1(AW) Howard Johnson



AD2 Rolen E. Jiao from the Republic of the Philippines, uses a hoist to ease the movement of a T56-A-14 Turbine at Naval Air Facility Misawa, Aircraft Intermediate Maintenance Department, 400 Division.

Photo by PH1 Andrew J. Miller

"I was determined to conquer, or die in the attempt."

— John Paul Jones, referring to his famous battle



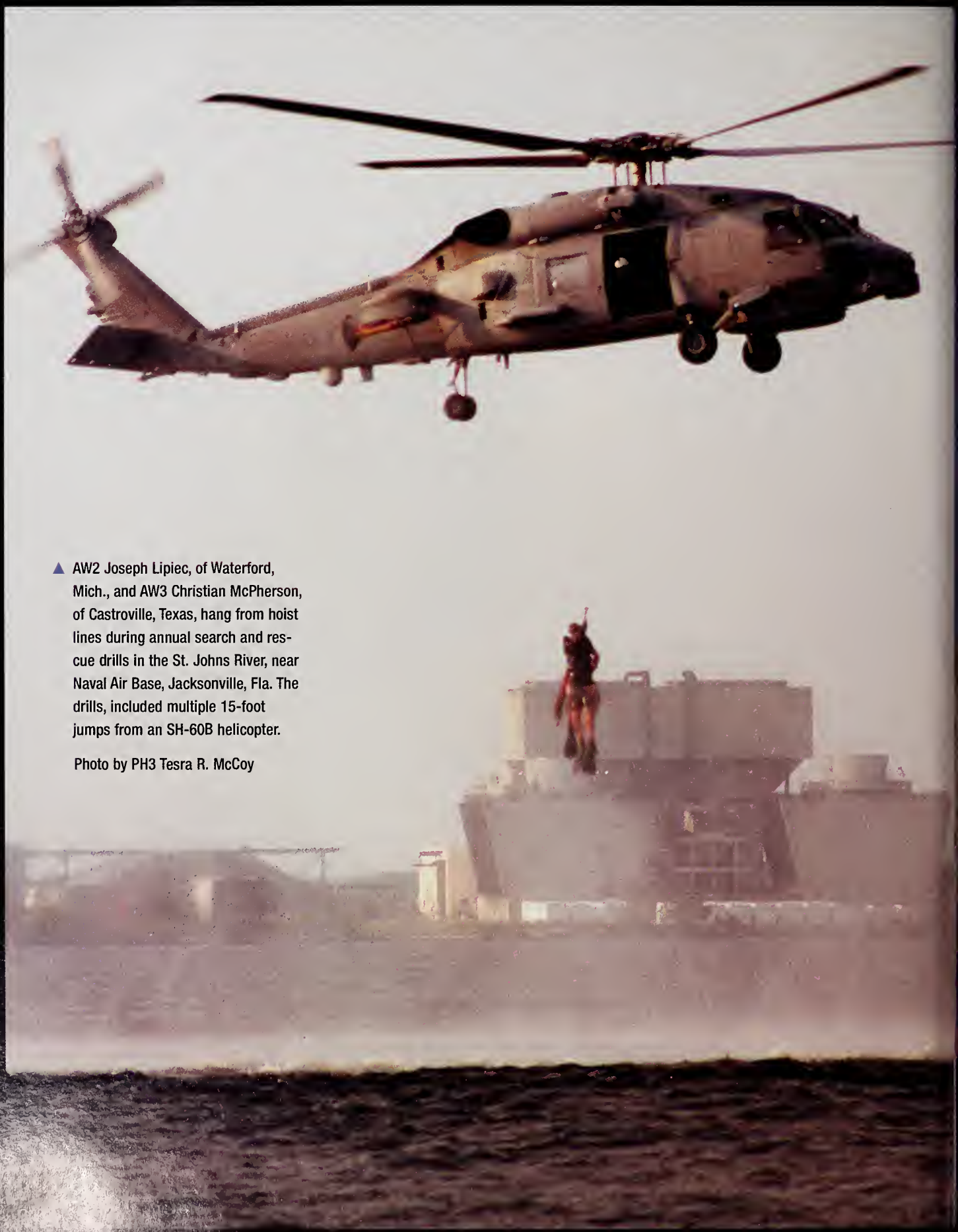
After a long night's watch, EA2(SCW) Andrew Hayes and his fire team get some much needed rest during NMCB 5's field exercise in Okinawa.

Photo by PH2(SCW) Lou Messing



Firefighters rescue an airman during a simulated mass casualty drill aboard USS *John C. Stennis* (CVN 74). *Stennis* and her crew go through many drills like this every underway period to prepare for their deployment early in 2000.

Photo by LT Wayne S. Grazio



▲ AW2 Joseph Lipiec, of Waterford, Mich., and AW3 Christian McPherson, of Castroville, Texas, hang from hoist lines during annual search and rescue drills in the St. Johns River, near Naval Air Base, Jacksonville, Fla. The drills, included multiple 15-foot jumps from an SH-60B helicopter.

Photo by PH3 Tesra R. McCoy

"A good Navy is the surest guarantee of peace."

President Theodore Roosevelt



GM2(POIC) Darin Maiden, OS3(CC) Nic Kush and IC3(CC) Benjamin Wing of the Naval Special Warfare Unit 1, SBU 12, Det. Hotel crew perform a high-speed pass en route to the water drop zone in Inner Apra Harbor, Guam.

Photo by PH3 Andrew Meyers



BMSN Joe Bob White of Mason, Texas, points out a place in the overhead to be sprayed by SN Jiles Metayer, from Port-de-Paix, Haiti. White and Metayer were a part of the spray team during a Dry-docking Phased Maintenance Availability for USS *Essex* (LHD 2).

Photo by JOI(SW/FMF) S.A. Thornbloom



In the NAVY

▲ A complete medical staff makes the hospital ward function like a real hospital aboard USS *John C. Stennis* (CVN 74). HN Ryan Wiginton of Shawnee, Okla., is admitted as a patient for exploratory surgery.

Photo by PH3 Stephen E. Massone



◀ CDR Steve Schallhorn of Colorado Springs, Colo., performs photo-refractive keratectomy (PRK) eye surgery on CAPT Steve Ahlberg of Newberg, Ore., Commander, Naval Special Warfare Group 1. Schallhorn, the director of the Refractive Surgery Eye Clinic at Naval Medical Center San Diego, uses the Eximer laser to correct refractive errors in the eye which improves the patient's visual acuity.

Photo by PH2 Ted Banks



CDR Booker T. Brown of Oceanside, Calif., dental officer aboard USS *Bonhomme Richard* (LHD 6) looks inside an average of 20 to 25 mouths a day.

Photo by PH3 Timothy J. Comerford



▲ JOCS Brian Bell passes through the sideboys after completing 20 years of service. Bell was public affairs officer for Navy Recruiting Area 1, Scotia, N.Y., and will retire to Glens Falls, N.Y.

Photo by JOC(SS) John F. Williams

Navy Day

▼ After a long day of boardings and operations, USS *Hewitt* (DD 966) settles in for the night while patrolling her area of the Arabian Gulf.

Photo by PH1 Spike Call



All Hands

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ADM Jay L. Johnson

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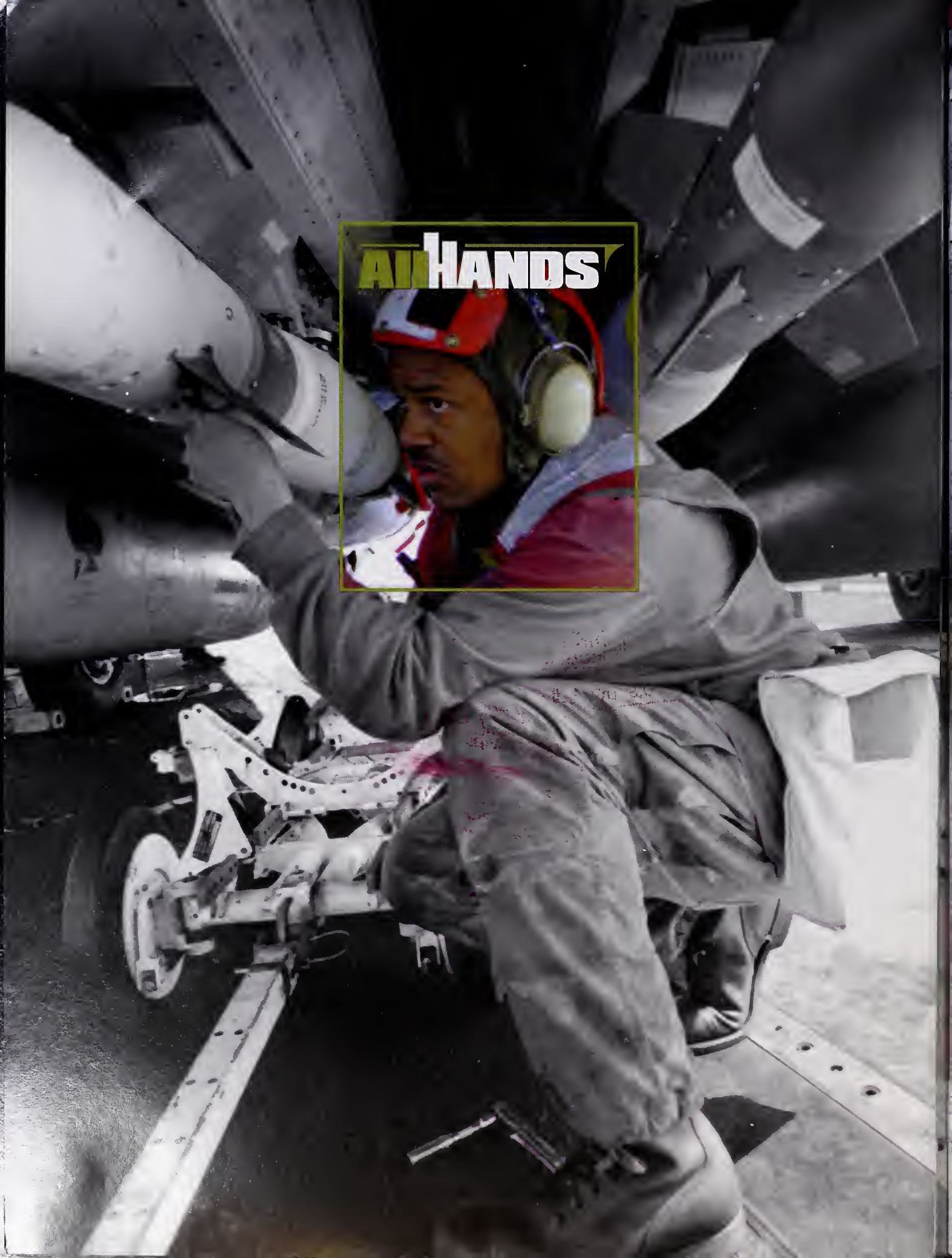
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All Hands

All Hands

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Those We Help

Page 26

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All Hands
Magazine of the U.S. Navy November 1998

November

Features

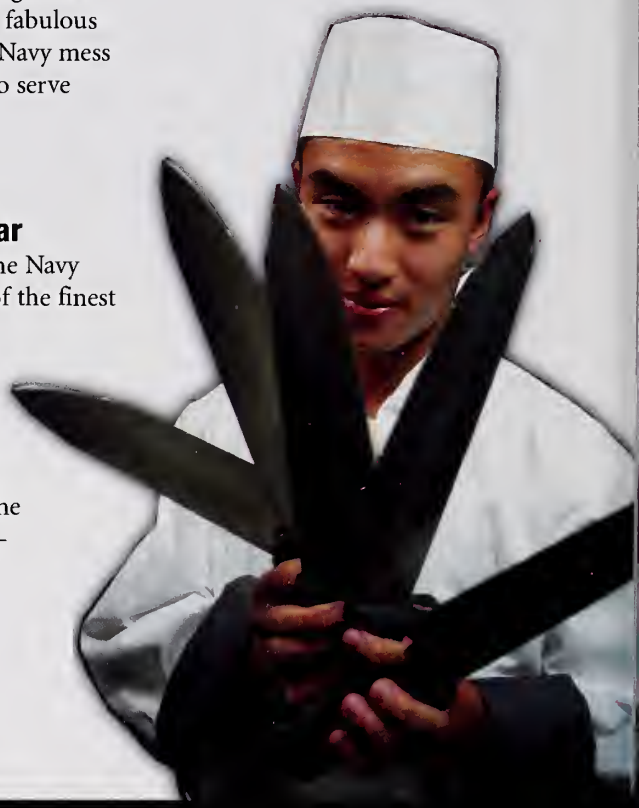
12 Family feud, military style
Next month a 100-year rivalry comes to a head when the U.S. Naval Academy Midshipmen do battle against the U.S. Military Academy cadets.

16 Messdeck maestros
Whether its fine dining at the bottom of the sea, or fabulous feasting on a frigate, Navy mess specialists continue to serve their finest fare.

22 Sailors of the Year
From ship to shore the Navy pays tribute to four of the finest Sailors in the fleet.

26 Shattered lives
After Mother Nature released her fury in the form of a killer earthquake, the Navy came to provide stability in an otherwise shaky world.





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Departments

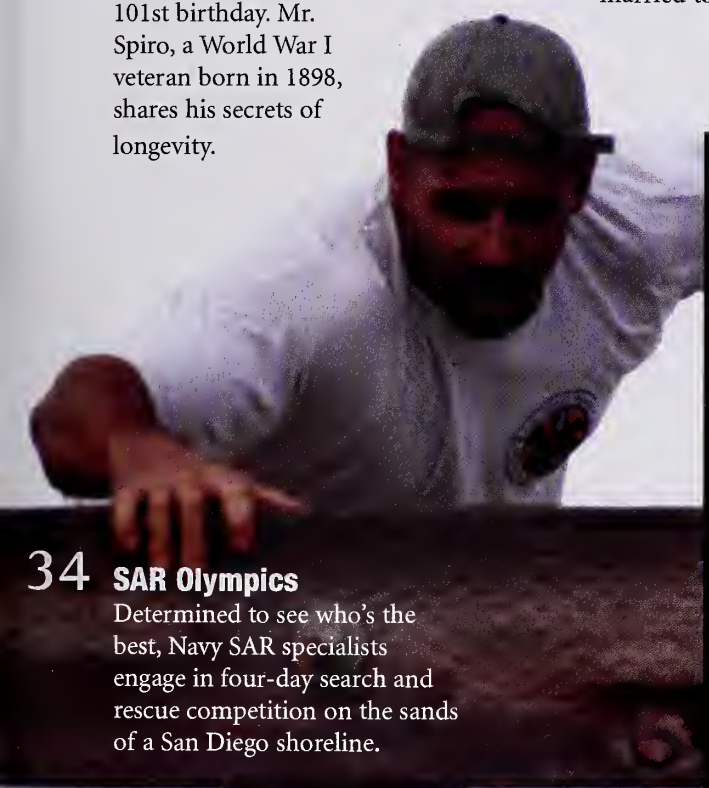
6 Letters

8 Around the Fleet

50 CyberSailor

52 Eye on the Fleet

56 The Final Word



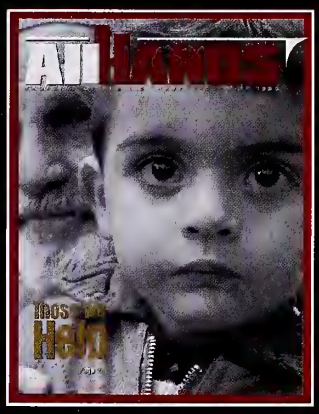
34 SAR Olympics
Determined to see who's the best, Navy SAR specialists engage in four-day search and rescue competition on the sands of a San Diego shoreline.

40 Sibling Rivalry
The Hanson brothers are tight, their lives tracked the same path, and they both call the USS Clark (FFG 11) home.

44 A century in the making
This month, a Sailor at the Naval Home marks his 101st birthday. Mr. Spiro, a World War I veteran born in 1898, shares his secrets of longevity.

48 Views of four vets
The Naval Home in Gulfport, Mississippi has been called a museum of living history. In honor of Veterans Day, we highlight four residents of the Home, whose Naval backgrounds range from an enlisted pilot, to a Pearl Harbor survivor to the first Navy chiefs to be married to each other.

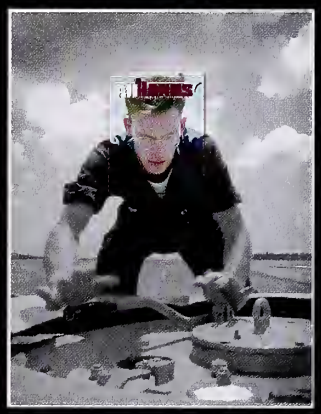




On the Cover

Young and old alike were displaced from their home and became residents of a "tent city" after a killer earthquake devastated parts of Turkey. The Navy lent assistance where they could; see story on page 26.

Photo by JO1 Robert Benson



On the Back Cover

AN Kevin Nelson, from Neola, Iowa, secures the arresting gear belt after finishing maintanence at Naval Station Roosevelt Roads, Puerto Rico.

Photo by PH3 Raymon De Jesus

Check us out Online at:

www.chinfo.navy.mil/navpalib/allhands/ah-top.html





Navy midshipmen scramble through the plays during a scrimmage against themselves preparing for the upcoming season and the Army-Navy football classic.

Photo by PH2 Jim Watson


Sky High



SK2 Patrick Hanson (left) and FA Matt Hanson, two brothers assigned to USS *Clark* (FFG 11), take in the Chicago skyline. The two enjoyed liberty in the "Windy City" when their ship made a port visit there during the Great Lakes Cruise. (See story Pg. 40)

Photo by JO1 Robert Benson

Letters

Mandatory warfare qualification

Editor,

While reading the April issue of *All Hands* I read the MCPON's comments in regards to making warfare pins mandatory and I just have to disagree.

With all due respect to Master Chief Herdt, he views the issue from a submariner's angle. I have nothing but respect for the members of the submarine community, and I will never pretend that I know what it's like to sail on an attack boat.

By the same token, as a 13-year veteran of the "small boy" Navy, I believe that I know a little something about surface operations and in my humble opinion making ESWS mandatory is not the answer.

Whereas I agree that the ESWS program was a "look-at-me" program as Master Chief Herdt stated, making ESWS mandatory just makes it one more pain-in-the-neck qualification that surface Sailors now have to surmount. It is now just another chore.

It will not increase the level of professionalism of the surface force. The reason that ESWS qualified personnel were more professional was because the program was voluntary.

I will submit that there is a world of difference between an attack submarine and an aircraft carrier. A carrier Sailor could never hope to become proficient in all facets of his or her ships' operations. The very size of the ship precludes that.

Further, no matter how hard the individual commands may try, I believe that gundecking will occur, and the amount of gundecking will be directly proportional to the size of the ship.

OS1(SW) Mario T. Majors
01 Division
USS *Curtis Wilbur* (DDG 54)

MCPON's Response: OS1 Majors' concerns regarding qualifications are not new to me. These concerns are flawed in several respects, the first being that I do not understand the experience from which he speaks. I have had the wonderful opportunity of serving not only in submarines, which he noted, but also aboard "small boys" and aircraft carriers. I took advantage of each opportunity to qualify both as an Enlisted Surface Warfare Specialist in 1979 and Enlisted Aviation Warfare Specialist in 1992. This was long before it was mandatory, and I still believe the current program is correct.

We, as the world's most powerful and finest Navy, have the right to expect that every career Sailor aboard our ships be fully qualified as a surface warrior aboard the vessel he or she serves! This is the reasoning that qualification was made mandatory, not that we wanted any qualification to mirror submarine qualification. To state that the surface force was more professional when qualification was voluntary does not pass the common sense test. How could the force possibly be "less professional" under mandatory qualification when it means that every Sailor ready to compete for first class petty officer aboard every ship will be fully-schooled in the mission, capabilities and characteristics of their ship? This point simply cannot be debated logically!

The issue of "gundecking" was raised in the decision process that led us to our current policy for warfare qualification. OS1(SW) Major's concern is legitimate for a Navy without the Honor, Courage and Commitment to prevent it.

It can be rightfully assumed from OS1 Major's letter that he is very proud of his cutlasses. I have the trust and faith in him and everyone who proudly wears silver cutlasses that gundecking will just not be allowed to happen. In the unlikely event that it does, I am equally convinced that it will be dealt with very swiftly and sternly.

Regardless of how you cut the opposition to the program as it is currently structured, each of the arguments against mandatory qualification continue to condense to one argument. That argument is, "demonstration of individual initiative is more important to some than improving the force as a whole." That is mostly a self-serving argument that I simply cannot agree with. I understand that it is a "chore," but it is a chore that is worth the effort it costs.

*In our effort to reduce the workload on Sailors, we have not given up doing those things that make our Navy better simply because they are hard to do. It is those things that are the hardest to achieve in life that we remember the longest and cherish the most. In this case, the hard work also gives us an even better Navy! (**MCPON Herdt**)*

Sports — Go Figure

Editor,

I just picked up the September edition of *All Hands* magazine. Normally the publication is a good source for Navy information and good news stories about Sailors.

But I see no reason why you should feature articles about athletes who are not even remotely associated with the Navy. Why waste four pages on the Williams sisters? There is a fleet full of Navy athletes who would enjoy the coverage, and you would be highlighting the ships, squadrons and stations they are assigned to, helping instill esprit de corps with our ranks.

This is not the first time you've tried to compete with sports publications, however, this time you kept it off the cover. If people want to read about a civilian athlete, let them buy *Sports Illustrated.* Keep the coverage on our high quality Sailors - athletes who also "support and defend" this nation.

JOC Joy White, USNR
Naval Air Technical Training Center Public Affairs Officer

Not every All Hands *story has a Navy tie, and not every role model portrayed in* All Hands *has been Navy-related. We ran a previous* All Hands *exclusive on pro football play-*

Tell us something we don't know.

Send your comments to: *All Hands*, Naval Media Center, (ATTN: Editor), 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 or e-mail: allhands@mediacen.navy.mil

er Junior Seau in our May 1998 edition of All Hands, and we also ran a one-page feature on pro tennis player Tommy Haas alongside an article on fitness strategies from pro tennis coach Nick Bollettieri in that same issue.

When the opportunity to interview the Williams sisters arose, we jumped at it. This was an All Hands exclusive. These young women, through the support of their family, have shown Honor, Courage and Commitment and have triumphed in professional sports. They are products of clean living and strong family ties, and are among the very best tennis players in the world.

While we are not as big as Sports Illustrated or People Magazine, All Hands does try to provide articles to entertain and inform. We also try to focus on role models to deliver a message, and if we can send a message about healthy living without sounding bureaucratic or preachy, we'll try it. **Ed.**

USS *Mobile Bay* Maintains 8-section Duty

While working in the aft engine room onboard a guided-missile cruiser forward deployed to Yokosuka, Japan, Gas Turbine System Technician (Mechanical) (SW) 1st Class Jeffery B. Yancey says he knew what to expect when the new commanding officer reported aboard. As fellow Sailors waited to see how CAPT Edward J. Rogers would go about the business of leading USS *Mobile Bay* (CG 53), Yancey knew change was in the works.

"When he first took command (in September 1998), we tried to go to six-

Countdown to Y2K

DAYS	HOURS	MINUTES	SECONDS
61	16	29	59

Y2K and You

Q: I was wondering how active-duty members at overseas duty locations would be affected by Y2K? Since this affects military members and their families, what is being done to make sure host countries are Y2K compliant?

A: Because of its large overseas presence, the Navy has invested significant resources to assess and ensure the Y2K preparedness of nations who are hosts to our overseas bases and duty stations. This is an important issue because our overseas bases rely heavily on the host country for basic services like electricity, water, sewer and gas.

Because the Navy understands the affect of potential service outages – both to the fleet and to service members' families – it has designated host nation support as a vital part of its Y2K preparedness program.

Overseas base commanders are working closely with local officials to ensure that adequate power, water and other essential services will be available when the date change occurs. Additionally, DOD visit teams as well as State Department representatives are conducting on-site reviews of vulnerable host nations.

In most countries, Navy officials, as well as local service providers, expect no major outages or disruptions. Nations that currently experience irregular utility services are likely to experience similar problems during the date change. As the situation for every country is different, you should consult your local Y2K representative or inquire within your chain of command for more information.

Q: What are contingency plans, and how will the Navy use them as part of the Y2K effort?

A: Newspapers often refer to contingency plans or back-up measures that will be taken if Y2K repairs and upgrades do not function as anticipated. Many businesses, utility companies and government services are developing Y2K contingency plans to add another layer of protection. The Navy had contingency plans of its own long before Y2K was ever a concern. There are standing Navy procedures in place to respond to common emergencies like equipment casualties, fire or flooding, personnel injury, or to conditions like reduced maneuverability or visibility at sea. Some examples of established Navy contingency plans are equipment casualty control procedures, communication plans, ships' instructions and damage control doctrines. These same kinds of procedures would be used if a contingency plan were required due to a Y2K-related failure. While contingency plans refer to specific measures that will be taken in the case of an isolated incident, Navy Y2K contingency *planning* refers to a broad set of procedures that position the Navy to respond appropriately to Y2K-related problems. Information about Navy contingency planning can be found on the Navy's Y2K web site at http://199.211.210.88/ny2k/ny2k.htm

section duty, but it didn't go too far," said Yancey, who had served with Rogers onboard USS *Worden* (CG 18) in 1992. "A lot of the crew lost hope. I said, 'give him time and it will happen.'

"Not long after, when he said eight-section duty was the goal, not many people believed it would happen. It did," said Yancey.

Yancey, a native of Greeley Colo., said the change became apparent one afternoon when the ship was going through CART2.

"CAPT Rogers said 'You guys will stop work at 3 p.m.' He said inspections will no longer mean engineering department stays late, sometimes to 8 or 10 p.m.," said Yancey. "Having the 3 p.m. liberty call was definitely strange."

The drive to change the way the ship did business on the waterfront meant a reduced load for *Mobile Bay* Sailors, and created the momentum to more effectively use the new-found time in Sailors' workdays. No longer did the call go out for a working party of 40 Sailors to bring perishable goods from the pier onto the ship – five could now handle the job.

The solution was deceptively simple. Instead of having his Sailors lug boxes up the brow of the ship, a crane would be put to use on the pier to lift the stores onto the main deck.

"We start from the end point – quality of life and morale of the crew," said Rogers, a native of New York City. To get there, Rogers says he relies on everyone in leadership positions to "drive home the message of personal responsibility."

Along with the eight-section duty, standard working hours, 7 a.m. to 3 p.m., can only be extended on commanding officer approval.

For Boatswain's Mate 2nd Class Thomas M. Porr, the difference has been instrumental in giving him a new outlook on what the Navy could offer him. "It's not just about the ship, it's about our careers," said Porr. "It's not only about what gets the ship rolling, it's what gets your career rolling." As the training petty officer for 36 people in *Mobile Bay's* 1st Division, he carries that enthusiasm to the deckplate.

"It's not just doing more stuff, it's being sent off to schools, like BM supervisor's school, taking a boat coxswain's course and getting locked on to what needs to be done," said Porr, a 10-year Navy veteran. "We know what's going on, what the mission is. I trust that what the CO says is going to happen, will happen."

"This never would have been my first choice for orders, but if I had to choose a ship now I'd come here without hesitation," said Cryptologic Technician (Collection) 3rd Class Zion D. Maffeo, a native of San Antonio. Maffeo enlisted in the Navy in February 1998, and reported to *Mobile Bay* one year ago after

On assignment

"Never let yourself regret a missed opportunity."

That quote from Chip Maury (a former Navy photographer's mate who is now the photo editor at the *Indianapolis Star*) sits above PH2 Aaron Ansarov's desk.



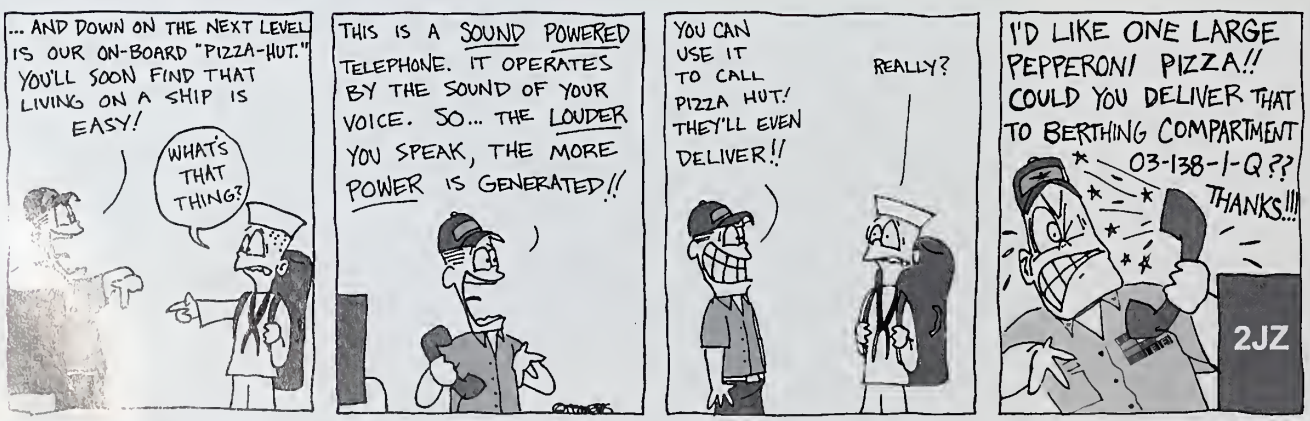
Photo by JO2 Sonya Hammond

"I try my best to have my camera with me wherever I go, because if I do miss that shot (or opportunity) it bothers me for the rest of the day," said Ansarov. He didn't miss on this month's Search and Rescue Olympics (See Pg. 34).

Ansarov became aware of the many opportunities the Navy has to offer soon after he began his Navy career in a ship's photo lab. After making 2nd class in four years, Ansarov represented the Navy as one of four PHs and journalists attending Syracuse University, Syracuse, N.Y., for the year-long Military Photojournalism program. From there, he went to work for the Navy Public Affairs Center, San Diego, where he has taken every opportunity to use his talent for the Navy.

Ricky's Tour

By JO3 Mike C. Jones



hotmail.com

boot camp and "A" school.

"Without a doubt, life at sea is more arduous than shore commands," said Maffeo. "But it's helped out by the fact that in port we knock off earlier than most shore commands and the captain doesn't sweat the small stuff."

"The CO is a people-person," says Master Chief Torpedoman's Mate (SW) Thomas A. Falconer, a Detroit native who serves as the command master chief onboard *Mobile Bay*. "The troops aren't afraid to bring up suggestions, they know their concerns will be responded to."

"We're still getting everything done effectively and efficiently because people step up more, said LTJG Christopher Cigna, *Mobile Bay*'s main propulsion assistant. It's not going to happen overnight — it's an ongoing process, but it's a common-sense approach."

Story by RMCS David Dearie, USS Mobile Bay (CG 53) public affairs office.

Team Effort Provides Assistance to Vessel in Distress

Four Iranian fishermen in the Arabian Gulf, stranded 40 miles from land with no food or water, were rescued through the joint efforts of USS *Theodore Roosevelt* (CVN 71), USS *Leyte Gulf* (CG 55) and USS *Kinkaid* (DD 965).

Word of a vessel in distress came after the fishing boat was sighted by *Leyte Gulf*'s helicopter. *Leyte Gulf* provided initial assistance to the vessel by giving them water. *Kinkaid* was directed to the scene to relieve *Leyte Gulf*, and upon arrival launched it's rigid hull inflatable boat (RHIB) to provide water and food.

With the help of a linguist the Americans learned the men had set out from Bushehr, Iran, a day earlier to fish when their engine failed. The men, in their 20s, had no means of communication, no food, water, or watch, and no compass.

Overnight, they drifted 40 miles from land. They had caught several fish, but their catch was ruined by the scorching sun and had to be discarded. They rigged an awning out of an old blanket to provide shade, but without food or water, their relief from the

(continued on page 56)

Who's Counting

181
Of the 462 residents living at the U.S. Naval Home, Gulfport, Miss., 181 of them are from other branches of service.

17
The number of years the Navy and the MCPON have been honoring the Sailors of the Year.

100
The number of years the U.S. Military Academy and the U.S. Naval Academy will have met on the gridiron following this year's Army-Navy football game. A rivalry which began in 1890.

9,104
The number of mess management specialists (MS) current on active duty in the Navy.

16
The number of port visits USS *Clark* (FFG 11) made while on her 1999 Great Lakes Cruise.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

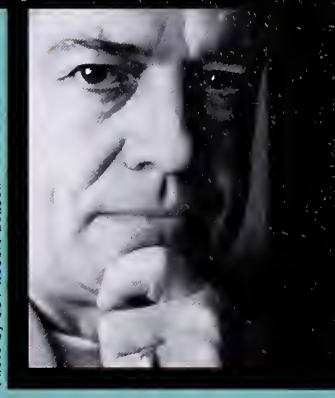


Photo by JO1 Robert Benson

Q: With so much emphasis on education, what are we doing to support the education of our new recruits?

A: As we speak, there's a voluntary education working group developing the new Navy College Program that will make it easier for Sailors to attain their educational goals. What I envision is a program that will make every Sailor eligible for a college degree during their enlistment.

I want it to be clear to every Sailor that as they progress through Navy training they are earning valuable credit that can be later applied to the degree of their choice.

Throughout a Sailor's enlistment they will receive a transcript upon each career milestone. After training, advancement, or qualification the Sailor will receive a transcript that will track the amount of recommended college credit that they have earned.

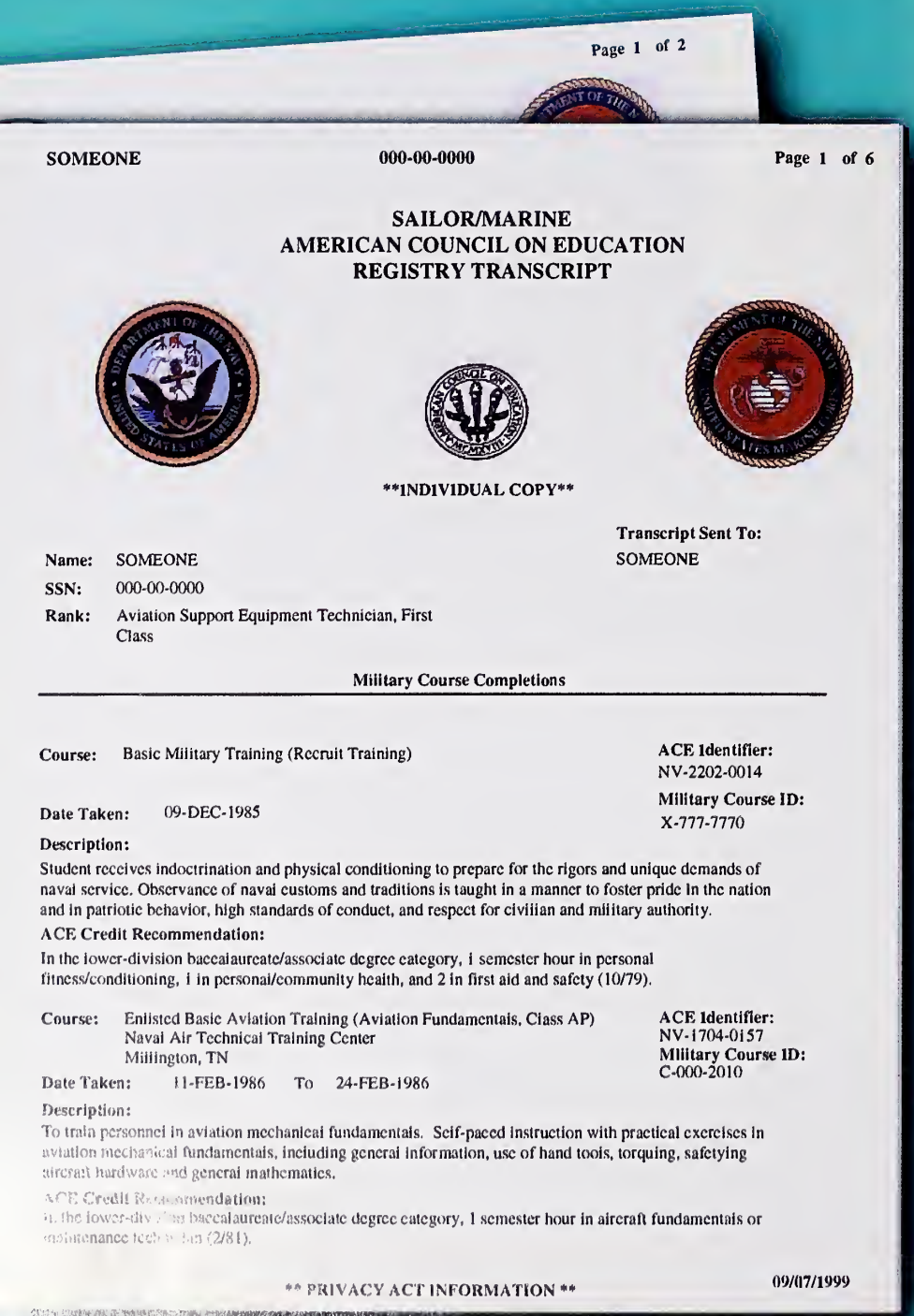
For instance, as soon as a Sailor graduates boot camp, a transcript will be given to him/her letting them know that they've just earned three college credits that may be applied to meet a Physical Education requirement. No additional work will be required on the Sailor's part other than completing their qualifications or courses. A transcript will be automatically generated to show them the progress they've made towards their degree.

Hopefully this new awareness will encourage Sailors who had never thought of school to pursue their college degree. It doesn't matter if a Sailor stays in the Navy for four or 24 years, they'll return to the community closer to achieving their educational goals than when they came in.

Recent studies have proven a causal relationship between the amount of education a Sailor attains and retention. It's simple. The more education Sailors receive in the Navy, the more apt they are to stay in the Navy. Our initial goal was to have this program on the street by October 1, 1999, but instead we decided to get it right the first time and have now adopted a phased plan for implementation that will begin on 1 OCT 99.

***Speaking with Sailors* is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

NAVY COLLEGE PROGRAM



Page 1 of 2

SOMEONE 000-00-0000 Page 1 of 6

SAILOR/MARINE
AMERICAN COUNCIL ON EDUCATION
REGISTRY TRANSCRIPT

****INDIVIDUAL COPY****

Name: SOMEONE
SSN: 000-00-0000
Rank: Aviation Support Equipment Technician, First Class

Transcript Sent To:
SOMEONE

Military Course Completions

Course: Basic Military Training (Recruit Training)

ACE Identifier: NV-2202-0014
Military Course ID: X-777-7770

Date Taken: 09-DEC-1985

Description:
Student receives indoctrination and physical conditioning to prepare for the rigors and unique demands of naval service. Observance of naval customs and traditions is taught in a manner to foster pride in the nation and in patriotic behavior, high standards of conduct, and respect for civilian and military authority.

ACE Credit Recommendation:
In the lower-division baccalaureate/associate degree category, 1 semester hour in personal fitness/conditioning, 1 in personal/community health, and 2 in first aid and safety (10/79).

Course: Enlisted Basic Aviation Training (Aviation Fundamentals, Class AP)
Naval Air Technical Training Center
Millington, TN

ACE Identifier: NV-1704-0157
Military Course ID: C-000-2010

Date Taken: 11-FEB-1986 To 24-FEB-1986

Description:
To train personnel in aviation mechanical fundamentals. Self-paced instruction with practical exercises in aviation mechanical fundamentals, including general information, use of hand tools, torquing, safetying aircraft hardware and general mathematics.

ACE Credit Recommendation:
In the lower-division baccalaureate/associate degree category, 1 semester hour in aircraft fundamentals or maintenance technician (2/81).

** PRIVACY ACT INFORMATION ** 09/07/1999

The Navy is implementing an enhanced voluntary education program which will streamline and expand the opportunity for Sailors to pursue college degrees during their Navy career by building, to the maximum extent possible, on the academic credit Sailors earn for Navy training and on-the-job work experience.

Called the Navy College Program (NCP), the program will serve as the umbrella for the current components of voluntary education, and will add several new features, which will integrate all components into a single system. The program is being introduced in three phases over the next year.

"In the past, young people joined the Navy to get money to go to college after their service," Chief of Naval Operations ADM Jay L. Johnson said. "Now, young people will join the Navy to go to college while serving their country. This is a powerful notion, and one that will benefit the Sailor, the Navy and the nation. It's going to be a wonderful homerun for the Navy and we're very excited about it."

"As the Navy College Program is phased in over the coming year, we believe it will help provide focus for our Sailors who want to get a college degree on their own time, at their own pace both ashore and while they're deployed," says Vice Adm. John Craine, Chief of Naval Education and Training.

According to Deputy Director of Naval Training, Dr. Allen Zeman, "The Navy College Program is a systemization of a lot of existing programs. It takes all the pieces of old programs that worked and creates a

total education system. The goal is to create an environment designed to accommodate the varying academic needs of Sailors."

New features of the program will be introduced in three phases. During the first phase (Oct. 1 through Dec. 31, 1999), Sailors will notice the following enhancements:

On October 1, Navy Campus offices were renamed Navy College Offices. Sailors can visit academic advisors at the offices for advice on which degree path to choose. Office facilities are being upgraded to meet Navy College Office standards and will be staffed with additional academic advisors.

To expand the availability of information on the Navy College Program and academic advice, a new Navy College Center in Pensacola, Fla, will be established to provide Sailors easy access to information about the Navy College Program. The center, manned by educational counselors, seven days a week, 15 hours a day, is accessible starting October 1, through e-mail, a 1-800 number, DSN access and through the Navy College Program website.

Also, beginning October 1, every Sailor graduating from Boot Camp, and evaluated "A" schools and "C" schools, will be given a summary transcript showing the American Council on Education's (ACE) recommendation for academic credit. Boot Camp graduates receive three college credits towards physical education credit. Currently 89% of Navy initial training and 36 % of follow on training has been evaluated by ACE for recommended credit, with the plan to have 100% of initial training and 76% of follow on training evaluated by October 1, 2000. For those courses that have not been evaluated yet, summary transcripts will still serve as a summarized list of military training courses.

Another unique aspect of the NCP is the rating-specific roadmap. Rating-specific roadmaps outline the ACE recommended college credit for Navy training and rating- related work experience across a Navy career. This roadmap will assist Sailors in making informed choices on their selection of a college degree program. Rating roadmaps are available on the NCP website and from local Navy College Offices.

In phase two (January through September 2000) Sailors will be able to access, view and download copies of their transcript. Starting in January 2000, Sailors will be able to request a copy of their SMART transcript from their local Navy College Office or the Navy College Center. The Sailor/Marine Corps American Council on Education Registry Transcript (SMART) is a computer-generated transcript, which will automatically record the recommended college credit a Sailor earns for military training and work experience. Sailors can also submit official copies of their SMART to academic institutions of their choice.

"The Navy College Program will be geared toward the reality of life at sea, and we will use the Internet to provide Sailors with on-line access to their college transcript," explains CNO.

Also during this phase of the program, partnerships with colleges and universities will be established to develop rating specific degree options so that these institutions will accept, to the maximum extent possible, college credit for Navy training and experience. This will enhance the current network of 85 colleges and universities supporting Navy education programs. Additionally, the goal of the partnerships will be to simplify acceptance, enrollment, residency requirements and the acceptance of college credit transferred from other academic institutions.

During phase three (October 2000 and beyond), the Navy College Program will evolve into a fully mature program. Navy College Offices will continue to be upgraded, availability of academic advice will continue to expand, and Sailors will be fully engaged in rating-related degree programs maximizing the credits earned from Navy training and job experience. Re-evaluation of initial skills and continued evaluation follow-on training will be conducted and additional Navy College Learning Centers will be opened to provide Sailors an opportunity to improve job skills and prepare for college.

"The Navy College Program will simplify and enhance opportunities for Sailors to pursue a college degree wherever their Navy career takes them, and it will continually remind them that they're earning college credit while they continue to serve," explained Vice Adm. Craine.

The CNO added that personal development begets professional development. "This is a program that's going to make our Sailors more capable of doing their job," Johnson said.

For more info about the Navy College Program, visit your local Navy College Office, call the Navy College Center at 1-877-253-7122/DSN 922-1828, or visit the website at www.navycollege.navy.mil.



Military

A Family Feud...

Highlights From 100 Years of Rivalry

S • T • Y • L • E

Nov. 29, 1890

West Point, N.Y.
Navy 24, Army 0
Red Emrich scored four touchdowns (worth four points each) and kicked two field goals (worth two points each), and Moulton Johnson accounted for the other touchdown as Navy shut out an inexperienced Army team in the first-ever meeting between the academies.

Nov. 28, 1891

Annapolis, Md.
Army 32, Navy 16
A more experienced Cadet squad received three rushing touchdowns from right guard Elmer Clark and Bill Smith recovered a blocked punt in the end zone for another score to head Army's first defeat of its arch rival. The victory satisfied the burning desire for revenge that existed for a year at West Point.



Dec. 1, 1906

Philadelphia, Pa.
Navy 10, Army 0
Navy scored its first triumph over Army since 1900 with 10 second-half points. A fumbled Army punt gave the Mids the ball on the Army 40. Norton, Navy's QB, dropped back as if to try for another field goal, but instead passed to Jonas Ingram who ran 20 yards for another touchdown. Army had been victimized by a similar play against Harvard earlier in the year.

Nov. 26, 1910

Philadelphia, Pa.
Navy 3, Army 0
Following a one-year series hiatus due to the death of an Army football player, Navy capped its first unbeaten season, holding all nine opponents scoreless. Only a tie against Rutgers kept Navy from a perfect season.

Nov. 29, 1913

New York, N.Y.
Army 22, Navy 9
Under the guidance of new coach Charles Daly, Army ended Navy's series winning streak at three games. Playing for the first time at the Polo Grounds in New York, the game set a series attendance record of 40,000, including President Woodrow Wilson and his cabinet.

Nov. 29, 1919

New York, N.Y.
Navy 6, Army 0
Following a two-year break due to World War I, the series resumed with Navy snapping a four-game losing streak to the Cadets. Earl "Red" Blaik, a transfer from Miami (Ohio) University, debuted with the Cadets that season, a year which saw former team manager Douglas MacArthur return to West Point as it's youngest superintendent.



Nov. 27, 1920

New York, N.Y.
Navy 7, Army 0
Navy evened the series at 11-11-1 with another shutout win before a crowd of 48,000 at the Polo Grounds. Late in the game the Navy scored it's first offensive touchdown against Army in nine years.

Nov. 27, 1926

Chicago, Ill.
Army 21, Navy 21
Nearly 110,000 fans crammed into newly dedicated Soldier Field to witness one of the truly classic editions of this storied rivalry. With darkness falling fast and just one minute to play, Tom Hamilton worked a slick-reverse and then calmly drop-kicked the tying extra point. Navy claimed the national championship afterward and no one disagreed.

A much-cherished tradition will once again fall upon Veterans Stadium, Dec. 4, 1999, when the U.S. Naval Academy and the U.S. Military Academy face off for their centennial game. The game marks 100 years of rivalry, competition and just plain old family feuding. Whatever the outcome their intensity on the field will surely be a testament to the Honor, Courage and Commitment we all hold dear.

As a tribute to those who have played throughout the years, both teams will be donning "throw-back" jerseys. Army will be dressed in jerseys similar to their 1944-46 National Championship Day,

(Continued on page 15)

Dec. 13,1930

New York, N.Y.
Army 6, Navy 0
Army and Navy did not meet in 1928 and 1929 due to a controversy regarding eligibility, but when the series resumed in New York's Yankee Stadium in 1930, the Cadets ran their unbeaten string against their arch rivals to seven games. Following the two-year hiatus, the series would never be interrupted again.



Dec. 1, 1934

Philadelphia, Pa.
Navy 3, Army 0
Slade Cutter's field goal from the 12-yard line in the first quarter proved the game's only points as Navy posted its first win over Army since 1921. The game was played in a driving rainstorm, making playing conditions at Franklin Field miserable throughout.

Nov. 30, 1940

Philadelphia, Pa.
Navy 14, Army 0
The Army-Navy game celebrated its golden anniversary before 103,000 at Municipal Stadium on a cold, windy day. "Barnacle Bill" Busik put Navy ahead 7-0 on a first-quarter scoring plunge. That remained the game's only points until a 9-yard touchdown pass from Howard Clark to Everett Malcolm doubled Navy's lead in the third quarter.

Nov. 28, 1942

Annapolis, Md.
Navy 14, Army 0
Wartime travel restrictions forced the game back to Naval Academy grounds for the first time since 1893. Navy rolled to a 14-0 victory before some 12,000 fans at Thompson Stadium.The Middies had to designate the Third and Fourth Brigades to cheer for Army, helped by three Army cheerleaders and two other Navy counterparts. All of this was to no avail as underdog Navy totally dominated the Cadets.

Dec. 2, 1944

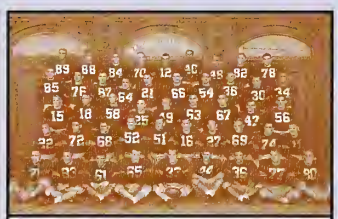
Baltimore, Md.
Army 23, Navy 7
More than 70,000 fans jammed Baltimore's huge Memorial Stadium as part of a War Bond drive that realized some $58.6 million from this game alone. Ironically, the Cadets came by steamer from New York, under escort from Navy warships guarding against any sudden submarine attacks.

Dec. 1, 1945

Philadelphia, Pa.
Army 32, Navy 13
World War II had ended only a few weeks before the start of the 1945 football season, but that hardly affected Army or Navy, with each rolling to superb seasons, each entering the final game unbeaten in a showdown for the national championship. Army triumphed again convincingly as Felix "Doc" Blanchard led a blitzkrieg that Navy's defense simply could not handle.

Nov. 27, 1948

Philadelphia, Pa.
Army 21, Navy 21
In one of the most exciting games in series history, the teams battled to a wrenching tie with memories of the dramatic 1946 tilt still lingering. Army without a loss, and Navy without a win, a massive dose of food poisoning ripped through the Army team just 48 hours prior to kickoff and may have had the most to do with the surprising outcome.

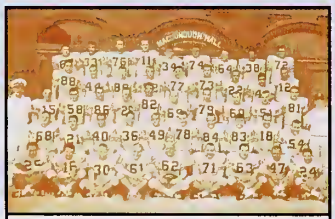


Nov. 27, 1954

Philadelphia, Pa.
Navy 27, Army 20
With more interest than any Army-Navy game since the national championship showdowns of the mid-40s, the Mids edged the Cadets in one of the series' greatest matchups. Navy's "Team Named Desire," entered the game with the nation's top defense, against Army's top offensive team. The victory carried Navy into the Sugar Bowl and earned the Mids another Lambert Trophy.

Dec. 1, 1961

Philadelphia, Pa.
Navy 13, Army 7
Substitute quarterback Bob Hecht led Navy on a game-winning 2-play, 51-yard scoring drive in the fourth quarter as Navy recorded its third straight win over Army.



Dec. 1, 1962

Philadelphia, Pa.
Navy 34, Army 14
Roger Staubach set an Army-Navy game record by completing 11 of 13 pass attempts as Navy spoiled the series coaching debut of Paul Dietzel, the first non-West Point graduate to head the Army football team.



Dec. 7, 1963

Philadelphia, Pa.
Navy 21, Army 15
The game was postponed for a week as the nation mourned the assassination of President John F. Kennedy. Navy had soared to an 8-1 record, while underdog Army managed a respectable 7-2 mark.

Nov. 28, 1964

Philadelphia, Pa.
Army 11, Navy 8
Barry Nickerson kicked a 24-yard field goal early in the fourth quarter as Army grabbed its first win over Navy since 1958. Army smothered Staubach and Navy's offense in the second half with Nickerson's winning kick the frame's only points.



Nov. 28, 1970

Philadelphia, Pa.
Navy 11, Army 7
Mark Schickner intercepted a record-setting four passes, the last a game-saver in the final minute, leading Navy to a stunning upset.



Dec. 1, 1973

Philadelphia, Pa.
Navy 51, Army 0
Navy erupted for the most lopsided win in series history, dealing the Cadets their first winless season.

Dec. 1, 1979

Philadelphia, Pa.
Navy 31, Army 7
Eddie Myers set a Naval Academy record with 279 yards rushing and three touchdowns, leading the Mids to the win.

Nov. 29, 1980

Philadelphia, Pa.
Navy 33, Army 6
Led by the running of Eddie Myers once again, Navy grabbed the series, routing the Cadets for the third straight year. It also marked the first time in 35 years that the game was played at a site other than JFK Stadium with Veterans Stadium hosting the event for the first time.

Dec. 1, 1984

Philadelphia, Pa.
Army 28, Navy 11
Doug Black rushed for 155 yards and Nate Sassaman added 154 as Army gained 432 ground yards out of its new wishbone attack on its way to a convincing win. The Cadets posted their first victory over Navy since 1977, which led Army to a berth in the Cherry Bowl, the Cadets' first-ever postseason bid.

Army-Navy Game Series stands at 48-44-7

(Continued from page 13)

while the Navy will be featuring jerseys from their nationally acclaimed Midshipmen teams of the 1960s.

"This will be a very special Army-Navy game," said Jack Lengyel, the Naval Academy's director of athletics. "One, that with the additional activities planned, will become part of the storied history of the Army-Navy football game."

Look for the "The Game" on NBC at noon EST or on your local AFRTS affiliate. The game will also be carried live to ships at sea on the Naval Media Center's TV *Direct To Sailor (DTS)* Network. More information about the game can be found online at the U.S. Naval Academy website at www.usna.edu or the U.S. Military Academy website at www.usma.army.mil.



Dec. 6, 1986

Philadelphia, Pa.
Army 27, Navy 7
Tory Crawford rushed for 94 yards and Army scored on five of its first eight possessions, including the first three of the second half to foil the Mids. Army reclaimed the Commander in Chief's Trophy. Neither team committed a penalty, tying an NCAA record.

Dec. 3, 1988

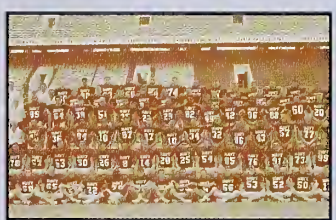
Philadelphia, Pa. Army 20, Navy 15 Army tied a school record with its ninth victory of the season and leveled its all-time series with Navy at 41-41-7.

Dec. 9, 1989

East Rutherford, N.J.
Navy 19, Army 17
Frank Schenk drilled a 32-yard field goal with 11 seconds remaining to lift Navy to a dramatic upset victory before a capacity crowd of over 75,000 at Giants Stadium. Schenk's game-winning kick at the Army 15 overshadowed a record-setting day for Cadet halfback Mike Mayweather, who established new Army season and career rushing records during the course of the game.

Dec. 8, 1990

Philadelphia, Pa.
Army 30, Navy 20
Quarterback Willie McMillian rushed for 195 yards and Patmon Malcom booted three field goals to lead Army past Navy, tying the all-time series at 42-42-7.

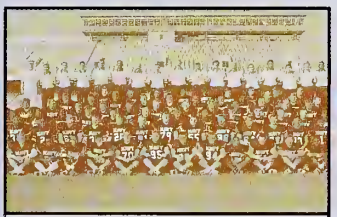


Dec. 7, 1991

Philadelphia, Pa.
Navy 24, Army 3
Underdog Navy averted the first winless season in school history by shocking Army on the 50th anniversary of the Japanese attack on Pearl Harbor.

Dec. 5, 1992

Philadelphia, Pa.
Army 25, Navy 24
The Mids raced to an early 24-7 advantage only to see the Cadets come roaring back with three straight scores. The fans saw a 68-yard touchdown pass, the longest pass play ever in the Army-Navy contest. The ensuing two-point conversion (off a fake kick) pulled Army to within 2. With over seven minutes remaining, Navy was unable to move the ball and forced to kick. Army took over at the Mid 33-yard line, and on fourth down, the Cadets were flagged for delay of game. The second attempt from 49 yards was perfect, capping a dramatic victory for the Cadets.



Dec. 7, 1996

Philadelphia, Pa.
Army 28, Navy 24
Defensive back Garland Gay's interception at the goal line with 10 seconds remaining sealed Army's come-from-behind 28-24 victory over Navy as the Cadets defeated the Mids for the fifth year in a row. The Cadets' won their first Commander in Chief's Trophy since 1988 and guaranteed Army a spot in the Poulan/Weed Eater Independence Bowl.

Dec. 6, 1997

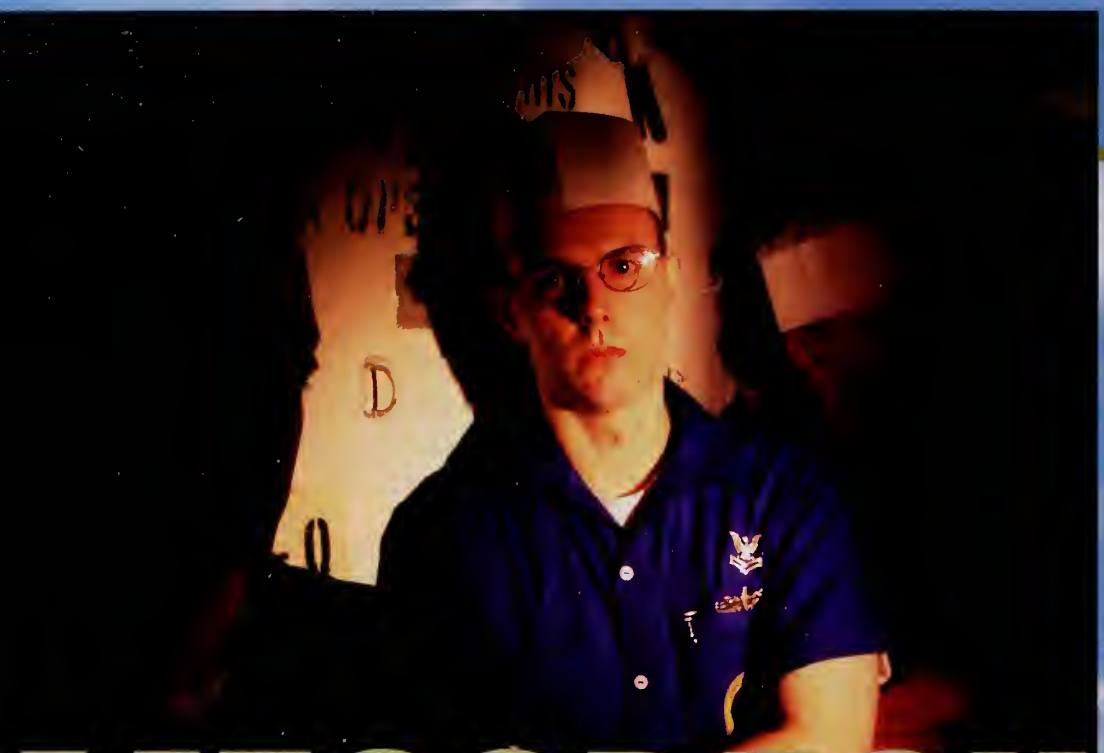
East Rutherford, N.J.
Navy 39, Army 7
Navy quarterback Chris McCoy rushed for 205 yards and fullback Tim Cannada added 133 yards as the Mids snapped a five-game losing streak to Army with a 39-7 victory.



Dec. 5, 1998

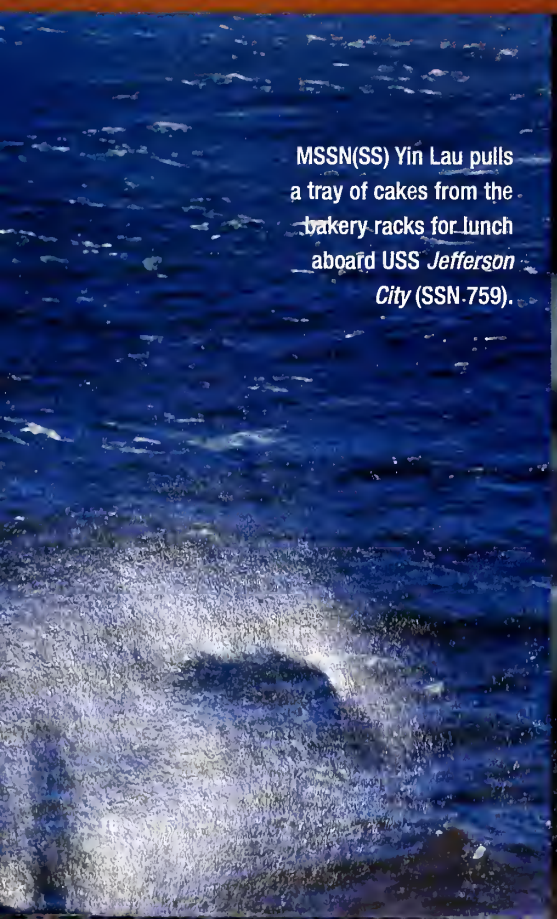
Philadelphia, Pa.
Army 34, Navy 30
Trailing 30-19 entering the fourth quarter, Army combined trickery and an old-fashioned wishbone attack to rally for a 34-30 victory over Navy as the teams combined for the most points ever in 99 meetings of this fabled service-academy rivalry.

All the ingredients that go into MS2 Cameron Kelsey's recipe for success were acquired at boot camp: "I work hard; I keep a positive attitude, and I try to lead by example."



Frigate

MESSDECK Maes



MSSN(SS) Yin Lau pulls a tray of cakes from the bakery racks for lunch aboard USS *Jefferson City* (SSN-759).



Story by JO1 Jason Thompson,
Photos by JO1 Robert Benson

EEDING FRENZY

Seventeen-year-old Cameron Kelsey of Lewisville, Minn., was on a roll. He breezed through the hearing test, braved the needle pokes like a champ and was issued a clean bill of health. All that remained was the color acuity test. Then he'd be — *what were the words?* — squared away?

"Look at this and tell me what number you see," muttered a lady wearing a white coat.

Kelsey focused on the colorful piece of paper containing bubbles of various shapes, sizes and color.

"This is too easy," he thought to himself.

"Sixty-three."

"Now this one."

"Thirty-nine."

The lady scribbled something illegible in his service record, gave it to him and called for the next examinee.

An hour later he learned what the lady in the white coat had scribbled. He was color blind! In one fell swoop, 90 percent of all enlisted Navy job specialties were suddenly yanked off the bargaining table. The only ratings that remained open were administrative-type positions.

It wasn't until this moment — after failing the color acuity test given at the Minneapolis Military Entrance Processing Station (MEPS) — that Kelsey considered becoming a mess management



Kelsey shuffles a pan of uncooked meatball sandwiches sprinkled with cheddar cheese across the galley and toward the convection oven.

ros

Story by JO1 Rodney J. Furry
Photos by PH2 Aaron Ansarov

Fine dining
AT THE BOTTOM OF THE SEA

It's a good thing that submarines are airtight. "Well, obviously," you say. But picture this, if the savory smells emanating from most submarine galleys were to escape into the atmosphere, they would certainly attract a lot of unwanted attention, utterly defeating the submarine's stealthy advantage.

OK. It might seem a bit of a stretch, but nonetheless, the Navy's submarine galleys have long been known for the quality of their fare. Just a few minutes in the crew's mess aboard a submarine and it becomes obvious how such a reputation can evolve.

They're typically small and personal. Naturally, this creates logistic challenges during peak hours when the passageways become choked with submariners standing in line. But while the passageways look like the line at the concession stand between innings at a baseball game, inside at the tables, there's a friendly, homey feel that reinforces the ideal of submariners as a tight-knit family.

This is the social center of the boat. Not just where meals are eaten, but also where meetings are held, movies are screened, drills are staged and critical

specialist. He knew there was no turning back. He'd been planning to enlist in the Navy since his junior year at Madelia High School. He hoped to travel and save cash for college. Heck, he just wanted to do something *different* after graduating.

Back at MEPS, the rating assignment petty officer laid out the options before him.

PN, YN, DK, SK — he shot them all down. He was looking for a job that would both challenge him and tap into his creative and artistic mind. Then he remembered the time David Holman, a friend of the family, came back on leave and had good things to say about his job and the Navy. That was all Kelsey needed. So on June 5, 1995, Cameron Kelsey raised his right hand and swore to support and defend the Constitution. He also made an oath to himself that



Kelsey often snoops around the enlisted mess decks in an effort to find out what his customers think about the meals he and nine other MSs prepare each day aboard *Kauffman*.

day: To be the best cook in the Navy.

Judging by the impressive list of accomplishments he's racked up since then, Mess Management Specialist 2nd Class (SW) Cameron Kelsey is well on his way.

CAPT David Brown, former commanding officer of the recently decommissioned cruiser USS *South Carolina* (CGN 37), apparently agreed when he meritoriously promoted, or "capped," then-MS3 Kelsey to petty officer

Lau shows off a mess management specialist's favorite tools of the trade.



decisions are made. It's where endless games of spades and cribbage are played, and life-long friendships are forged. It would not be a far stretch to say that while the control room is the nerve center of the boat, the crew's mess is the heart.

Aboard USS *Jefferson City* (SSN 759), Mess Management Specialist Seaman (SS) Yin Lau witnesses the boat's history unfolding every day through the hatch of his warm and compact galley.

"The mess deck is the best place to relax from the stresses of the other areas of the boat. Whether you want to just sit and talk, work on quals, whatever," said Lau. "It's an environment for everyone. It has to be a relaxing, welcome place to go, because on a sub, there really is no other place where you can sit and relax," he said.

But while he laughs out loud at the thought of working in a large, busy galley like those found on aircraft carriers, he recognizes his role goes beyond keeping the kettles steaming and the crew's bellies full.

"Even though we have our own little space on the boat, we're not separate from the crew at all. We still play a crucial part in operations and stay qualified like everyone else," he said.

Lau's a quiet, modest submariner who likes the relative peace and seclusion within the gleaming silver bulkheads of his small galley. As a future recruit in Oakland, Calif., he sat patiently while recruiters offered him a variety of exciting jobs. By the time they got around to mess management specialist, he knew it was just what he was looking for. But what really drew him to the Navy was a chance to travel.

"What I really wanted more than anything, was to do something that would take me around the world," he said.

But his choice to go into the silent service was based strictly on reputation.

"Submarines have a reputation for having the best cooks, so I chose subs for the opportunity to learn more," he said.

According to Lau, what he's gotten is a lesson in how to keep a crew happy. In his

second class. What got Brown's attention, more than the reports of Kelsey's considerable cooking skills, was the commitment the young man displayed to improve himself as a Sailor.

Kelsey's most recent professional milestone occurred in the chiefs' mess aboard the Norfolk-based frigate USS *Kauffman* (FFG 59). Kelsey, on board only four months, was answering tough questions from a panel of the ship's senior enlisted Sailors. Not because he was in trouble. On the contrary. He was competing against three other crew members for Junior Sailor of the Quarter (JSOQ).

Kelsey was selected.

"I've never seen anyone like him," said *Kauffman*'s galley supervisor MS1(SW) Jennis Plummer of Portsmouth, Va. "I've been impressed with MS2 since the day he reported aboard. He just kind of stepped in and started taking charge."

Does this squared-away MS have some sort of formula for success? You bet. But it's no secret and he didn't get it from a cookbook. Kelsey said he learned it at boot camp.

"I work hard, I do what I'm told, I keep my mouth shut, I keep a positive attitude and I try to lead by example."

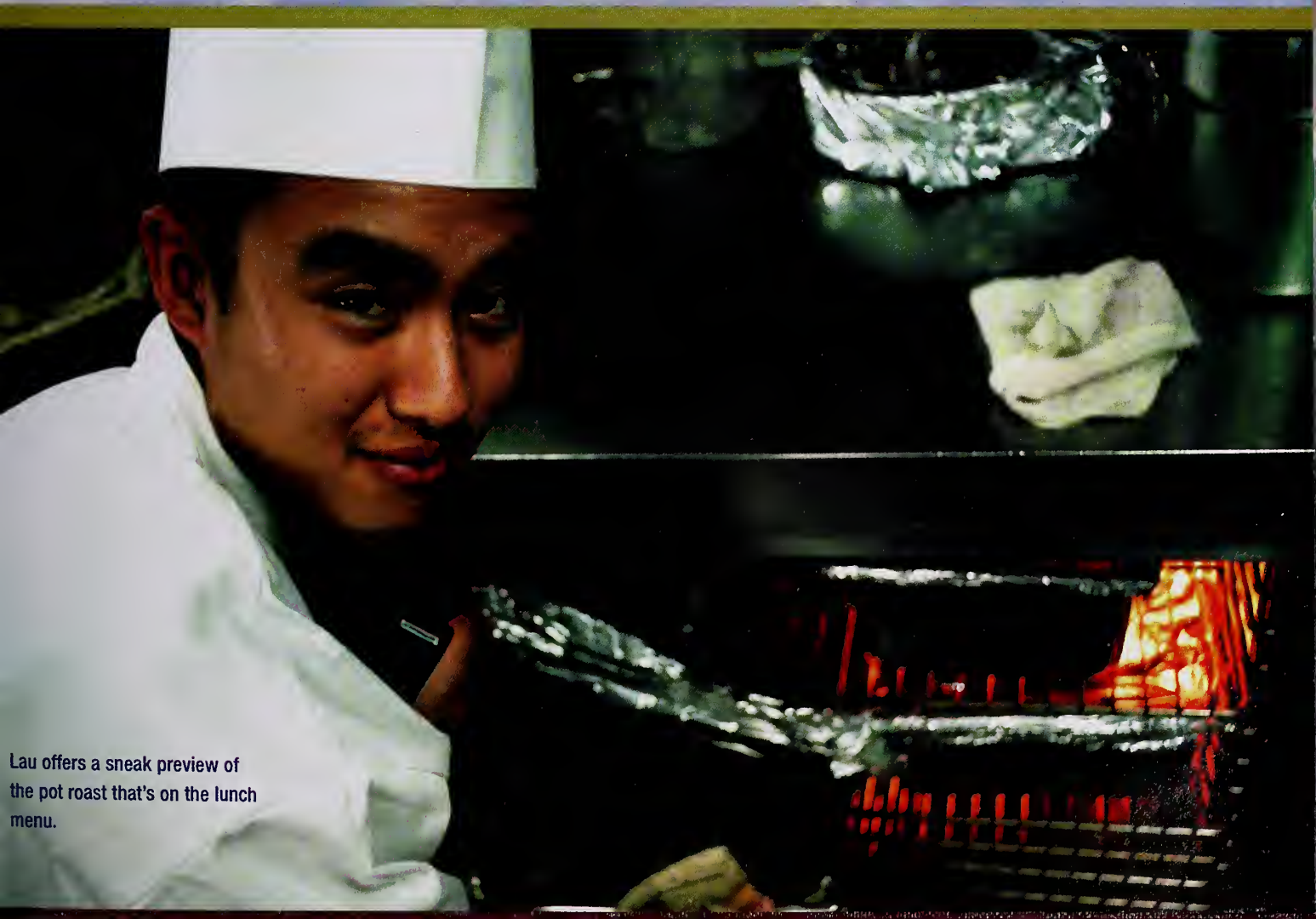
Taking a deep breath, he continues: "I also believe in doing my job to the best of my ability — in getting the job done and done right — in treating people the way I want to be treated."

Point taken. Now all the 23-year-old has to do is elaborate a little on these Core Values and he could publish his own book and call it *The Seven Habits of Highly Effective Sailors.* But writing isn't his passion–cooking is.

Such was not always the case. As a kid growing up in a rural farm community dominated by corn and soybean fields, Cameron loved any activity that kept him outdoors. He hunted. He trapped. He fished. He had many interests, but cooking was definitely not one of them.

"My mom did all the cooking at home," he recalled. Why should he learn to cook? His mom was already so good at it. Up until the time he joined the Navy and reported to MS 'A' School at Naval Training Center, San Diego, he could barely heat up a frozen pizza in the oven without botching it.

That was then, this is now. Today, inside the *Kauffman* galley, the lanky, 160-pounder moves as fluidly as a figure skater through the narrow walkways. He knows where each stainless steel pot, pan and utensil is hanging and how to use



Lau offers a sneak preview of the pot roast that's on the lunch menu.

them. And, perhaps most important, he knows how keep it clean. In fact, sanitation is probably the single most important topic in the entire five-week curriculum at MS 'A' school. It's so important that hygiene inspections are held before every shift: clean nails, trimmed hair, spotless uniforms.

For proof, just take a look inside *Kauffman*'s galley. From deck-to-overhead, the stainless-steel fortress sparkles like the chrome on a showroom Harley Davidson. By force of habit, the mess specialists aboard *Kauffman* have developed the kind of cleaning habits that would make any Navy mom proud.

But Kelsey isn't worried about what his or anybody else's mother thinks. He wants to know what the crew thinks about the food he and nine other mess specialists prepare each day.

"This is the best Navy chow I've had yet," said one crew member just before attacking the huge turkey fajita balanced in his hands.

"I especially like it when they try out new dishes," said another.

While never straying too far from standardized Navy recipes, Kelsey likes to experiment with a dabble here and a pinch there — anything that he thinks might enhance the taste of the food he's preparing.

Off duty, Kelsey often peruses cooking magazines at the local book store, looking for interesting or exotic recipes that he can test out at home. If the recipe produces good results, Kelsey might even run it up the flagpole for consideration.

His suggestions almost always get approved by the chain of command — they trust Kelsey's judgement. If he thinks the crew will like it, they probably will. Kelsey should know–the only space Kelsey frequents more than the galley is the enlisted mess decks. There he can be found snooping around and watching the crew eat. He isn't checking etiquette. He's noting which meals the crew eagerly gobbles up and which ones get unceremoniously dumped in the 20-gallon trash can outside the scullery.

While this may seem like a crude method of gathering evidence, Kelsey has the information he needs to make adjustments to the menu.

"Right now the crew's favorite dish is lasagna. But just because most people on board love lasagna doesn't mean we should cook it seven days a week," explains Kelsey. "We still have to follow basic nutritional guidelines set up by the Navy."

But Kelsey avoids using such terms in front of the crew. Phrases like "nutritional guidelines," "five basic food groups" — common lingo among mess



Lau brings food to the crew anytime and anywhere. Here he stands on the bridge of his undersea kitchen, USS *Jefferson City* (SSN 759).

two years of service in *Jefferson City*'s galley, Lau has learned how to add his own personal touch to the standard Navy cookbook and give the crew something worth coming to the table for. One of the secrets of being a good cook, Lau said, is getting to know the crew and what they like to eat. Baking fresh bread and stocking up on fresh fruits and vegetables are easy ways to ensure a good meal, but the secret is tailoring the menu to crew tastes.

"Occasionally we'll add a little variety with the way we spice a particular dish. Some people bring in spices they like, and we try to incorporate it into the meal. If the crew likes it, we'll order it and make it part of the menu," he said.

"Since the crew is smaller, and the portions are smaller, we can afford to experiment to find out what they like and don't like so we have more on the menu than most other ships," he said.

Like any other naval vessel, the crew has its favorites. His own personal



Gripping a scorching pan of baked potato wedges, the skinny, 160-pound Navy cook makes a mad dash for the enlisted serving line. On board USS *Kauffman* (FFG 59), Kelsey's preoccupation - no, obsession - is to make sure all 187 enlisted Sailors on board are fed a hot, healthy and well-balanced meal every day.

management specialists and Navy nutritionists — are better kept behind the serving line. He doesn't want his customers to equate the goal of eating healthy, well-balanced meals with having to eat bland, 99 percent taste-free food.

Actually, the rules are quite simple: consume smaller portions of food; reduce your fat intake; and burn as many calories as you take in. Kelsey's individual research on the subject has found those to be the key components to healthy living and he's been in the food-service business long enough to know what he's talking about.

To confirm it, go back inside the chief's mess and take one last look at JSOQ candidate Cameron Kelsey as he stands at attention in front of almost 100 years of combined Navy experience. What do they see in him? They see a Sailor who works hard and gets the job done right the first time; someone who does what he's told and leads by example; someone with a positive attitude — and color blind and all — a Sailor who also happens to be one darn good Navy cook.

Thompson is a journalist assigned to All Hands.

favorite dish?

"Definitely pizza," says Lau. "Every Saturday night, or on the night before we pull in from a cruise, I like to make pizza. It's kind of a way of celebrating," he said.

Naturally though, he admits that Jefferson City's crew is pretty typical in their preferences. Despite all of his creative efforts, the most requested item on the menu — sliders. But the true secret to keeping the crew happy is dessert. According to Lau, you'd be surprised what kind of effect fresh chocolate chip cookies can have on morale.

"They're so popular, whenever we bake them, we usually have to hide them to make sure everyone gets some," he said.

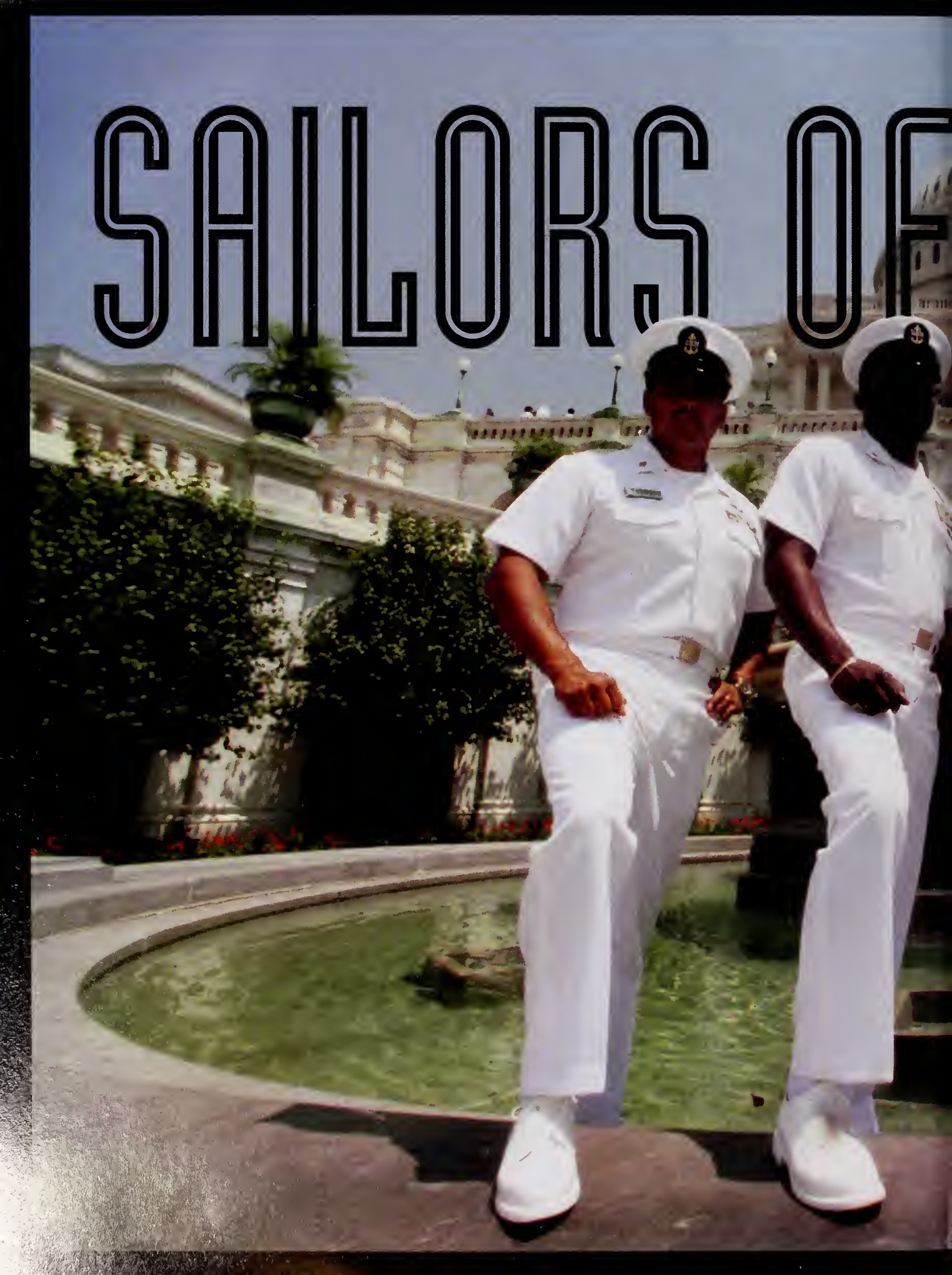
It's a good thing *Jefferson City* is airtight. Otherwise, the sweet smell of chocolate chip cookies might be her downfall.

Furry is a San Diego-based photojournalist assigned to All Hands. *Ansarov is a San Diego-based photographer's mate assigned to the Public Affairs Center.*



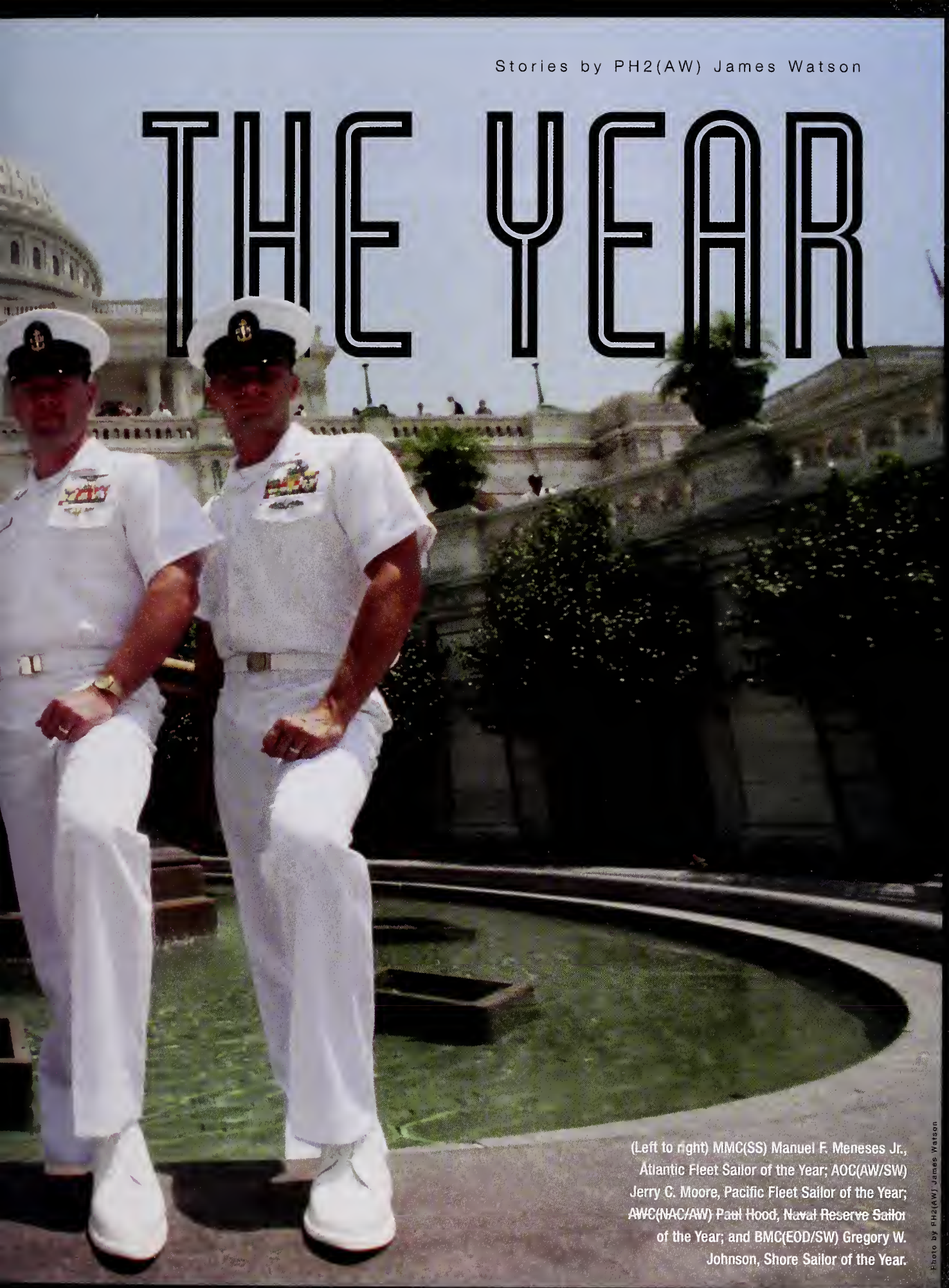
Attention to detail makes the dessert bar more appealing to the crew according to Lau.

SAILORS OF



Stories by PH2(AW) James Watson

THE YEAR



(Left to right) MMC(SS) Manuel F. Meneses Jr., Atlantic Fleet Sailor of the Year; AOC(AW/SW) Jerry C. Moore, Pacific Fleet Sailor of the Year; AWC(NAC/AW) Paul Hood, Naval Reserve Sailor of the Year; and BMC(EOD/SW) Gregory W. Johnson, Shore Sailor of the Year.

Photo by PH2(AW) James Watson

Shore Sailor

OF THE YEAR



U.S. Navy Photo

BMC(EOD/SW) Gregory W. Johnson

He finished first in his class when he attended Dive School. He graduated with honors from Explosive Ordnance Disposal Training and received the highest grade point average the EOD School has recorded in more than a decade.

In fact, Boatswain's Mate 1st Class (EOD/SW) Gregory W. Johnson expected to do his best in everything, from the 43 arduous days he spent diving in support of the TWA flight 800 recovery operation to being team leader for many U.S. Secret Service support missions. Yet, with all his accomplishments, Johnson didn't expect to be chosen the 1999 Shore Sailor of the Year.

"It just goes to show that if you do your best, you get what you give," said Johnson who has been giving his best to the Navy since 1985 when he joined and was sent to Recruit Training Center Great Lakes, Ill. After boot camp Johnson went to USS *Kauffman's* (FFG 59) pre-commissioning unit. During deployment in support of Operation *Desert Storm*, he was transferred to Dive School and then on to EOD training.

"The Navy has given me the opportunities and I have made the best of them," said Johnson. "Any Sailor can be in the position I am today. If there is something you want to do, the opportunity is there, you just have to do it."

Protecting President Clinton on his trip to Bosnia and Croatia in January 1996 was just one of the highlights Johnson had while attached to EOD Detachment Earle, N.J.

"Detachment Earle gave me a chance to do things on my own," said Johnson. "I had a lot of responsibility and was able to learn leadership skills and how to be an effective manager."

Johnson will now try out those leadership skills as the newly-appointed special assistant to Master Chief Petty Officer of the Navy MMCM (SS/AW/SW) Jim Herdt. Since the beginning of the Sailor of the Year program 17 years ago, the Shore Sailor of the Year has been selected to work with the MCPON. This new challenge in Johnson's career promises to be a new and exciting experience only 17 other chiefs have had the pleasure of doing.

Atlantic Fleet Sea Sailor

OF THE YEAR



U.S. Navy Photo

MMC(SS) Manuel F. Meneses Jr.

It has been said that the effectiveness of today's nuclear-powered submarines is measured by the pride, professionalism and endurance of their crews.

After more than eight years in the submarine force, Atlantic Fleet Sea Sailor of the Year, Machinist Mate 1st Class Manuel F. Meneses Jr., is the walking definition of those qualities.

But it wasn't just three tours of duty on subs that pushed this Sailor to be selected and promoted to chief petty officer; Meneses says it was his strong work ethic that put him over the top in the selection process.

"I work hard and instill that ethic in the people who work for me," said Meneses. "They are the reason I have been selected as Sailor of the Year."

Meneses joined the Navy in November 1982, attending Recruit Training and Machinist Mate "A" school at Great Lakes, Ill. After "A" school, Meneses went on to the Basic Enlisted Submarine School, Auxiliary Package Course and was then sent to USS *Salt Lake City* (SSN 716).

Meneses moved up to the rank of petty officer 2nd class and qualified for Chief of the Watch while stationed on board his first submarine and found that the submarine community is like no other in the Navy.

"Submarine duty sculpted me into the leader I am today," said Meneses. "It is a very proud community in which it is important to be consistent. Carrying over consistency in submarine duty allows others to know what to expect from you."

Meneses' consistency as a hard worker later got him selected as Corrections Counselor and promoted to petty officer 1st class.

By 1990, it was back to submarine duty for Meneses on board USS *Memphis* (SSN 691) where he served as Auxiliary Leading Petty Officer. The next year, Meneses was honored with the title of Submarine Petty Officer of the Year.

"I kept on working hard," Meneses said. "Not only in the service, but in my personal life as well. I believe it is our character that makes us stand out."

He was selected to instruct the Electronic Oxygen Generator and Diesel Courses at the New London Training Facility in October 1994.

Meneses transferred to Norwich, Conn., in December 1997, where he spent the last year and a half on board the USS *San Juan* (SSN 751) and assumed duties as Diving Officer of the Watch and Command Fitness Coordinator.

"The Navy has been an awesome opportunity," said Meneses. For him, it's been an opportunity that led around the world and into a leadership position allowing him a chance to give that opportunity back to others.

Pacific Fleet Sea Sailor

OF THE YEAR



U.S. Navy Photo

AOC(AW/SW) Jerry C. Moore

If you were to ask Aviation Ordnanceman 1st Class (AW/SW) Jerry C. Moore if his family was proud of him for his selection as the 1999 Pacific Fleet Sea Sailor of the Year he would answer, "Yes." His family is large: He considers all 367,000 active-duty Sailors his first family rather than a second family."I grew up without parents," said Moore. "My second family is what comes outside the Navy because I am not married. The majority of my adult life has been spent in the Navy which has become my life."

It's a life he has spent helping others within the Navy. Moore may have begun his career in the Navy as an aviation ordnanceman, but he has spent the better half of a decade counseling Sailors.

"I love helping others," said Moore. "Psychology and human behavior have always been passions of mine."

Moore began counseling after transferring to Helicopter Anti-Submarine Squadron (HSL) 6 in 1989 when he took on the collateral duty of command DAPA. From there, Moore felt a need to continue helping others with their problems because he transferred to Naval Training Center San Diego as the Interim/Drug and Alcohol Counselor. There, Moore coordinated rape awareness training as well as Sexual Assault Victims Intervention (SAVI) classes.

Moore's last few years have been spent on board USS *Constellation* (CV 64) where he again found time to help others as Ordnance Department's Career Counselor, DAPA/APM Manager and Command Financial Specialist.

"I continually do what I feel is right for my junior personnel," said Moore. "When I checked on board Constellation my first thoughts were that if I was a notch above, those who work for me would be a notch above."

Moore's counseling techniques and strong work ethic were recognized in 1998 when he was awarded the John W. Finn Aviation Ordnanceman of the Year Award.

As for Moore's family on board Constellation, they will be regaining AOC Moore, and while deployed, he will surely be needed there.

"I try to excel in everything I do and make sure those I lead and eventually leave behind are ready for the Navy's challenge," Moore said.

That's a legacy that will be both felt and seen as an example for those who strive to take Moore's place next year as Pacific Fleet's Sea Sailor of the Year.

Reserve Sailor

OF THE YEAR

This Sailor makes time to give more than his one weekend a month and two weeks a year to the Naval Reserve. Anti-Submarine Warfare Specialist 1st Class Paul Hood gives his all, whether at his civilian job as an F/A-18 Weapons Flight Test Engineer at Naval Air Warfare Center, Patuxent River, Md., or as leading petty officer for the Operations Department during his Reserve time. His selection as the 1999 Naval Reserve Sailor of the Year surprised Hood and allowed him to see more of the great things the Navy has to offer, active and Reserve.

"I was so impressed with those selected to compete for the title with me," said Hood. "It made me feel good to know there were that many good Sailors out there."

A fine line separates those selected to compete for Sailor of the Year each year. Although they all have their own distinct personalities, qualifications and feelings about what makes a good Sailor, Hood stood out and was selected to join the other three Sailors of the Year for a week of celebration and meetings in the nation's capital.

"I have been treated nothing short of first class all the way since I arrived," said Hood. "I don't think everyone knows what it takes to be selected and what you get when you win."

Promotion to chief petty officer is definitely one of the perks of being selected as SOY. Hood, now an AWC, will return to his Reserve command in Patuxent River, with the duties of a chief petty officer and the expectations of all those around him to be an effective leader.



U.S. Navy Photo

AWC(NAC) Paul Hood

Hood feels there is a great deal of respect that goes with making chief and returning to your job at the same command.

"I remember AW1 Scott Gobar made chief while he was my leading petty officer and returned to lead us as a chief," said Hood. "It's a hard thing to do, to separate yourself from everyone and receive respect as a chief. Now you must take care of them and work with them."

Hood didn't spend all his time as a Reservist in Patuxent River. He began his career in the Navy after boot camp by attending Naval Aircrewman Candidate School in Pensacola, Fla., in 1983. After graduation, Hood went on to attend AW "A" school in Memphis, Tenn., and HS-1 Search and Rescue (SAR) School in Jacksonville, Fla.

Hood then reported to Helicopter Anti-Submarine Squadron (HSL) 34 in Norfolk, were he was called upon to use his skills learned as a SAR swimmer for his new squadron.

"SAR school was enlightening," said Hood. "Yet, HSL-34 was where I was able to mature from my early years as a junior Sailor to a senior E-5. The squadron had a major impact on me."

It was an impact that shaped Hood into the petty officer recognized as this year's Reserve Sailor of the Year, and newly-promoted AWC.

Shattered *Lives*

Navy helps pick up the pieces following Turkish Earthquake

Hell came in the dead of night and Aviation Ordnanceman 1st Class (EOD/SW) F. Martin Riggs was there see it.

In the wee hours of a Tuesday morning last August, a groggy, half-awake stupor turned to confusion, then terror in a matter of seconds for Riggs. At 3:05 a.m., Aug. 17, 1999, his bed, the walls, the roof, the bolts, the screws and everything else at the Turkish military compound in Northwestern Turkey where Riggs and his team of Navy EOD techs were staying began to shake violently.

"I woke up to the bed shaking as though someone was playing a joke on me," recalled Riggs. "When I realized that no one was playing around, I got up and moved to the door where the other four guys on our team were trying to stand in the door jamb. They told me to get in the doorway."

Across a good part of the country, hundreds of thousands of Turks were doing the same thing. Mother Nature



There wasn't much left to salvage after a massive earthquake ravaged Turkey.

Story and photos by JO1 Robert Benson





Children fight for attention as Marines from USS *Kearsarge* (LHD 3) erect tents near Golcuk, Turkey.



LT Jeff Bledsoe, an operating room nurse with the Naples-based Surgical Response Team, gives medical care to a Turkish girl in Izmit, Turkey.

was releasing her fury in the form of a punishing earthquake which would later become front-page news worldwide.

"I've seen a few quakes," recalled ENS David Agle, who was also braced in the door jamb for protection, "and there are rollers and shakers. This quake was definitely a shaker. Shakers are very violent but you can still move around in them.

"Shortly after the quake stopped we were admiring the beautiful night sky," he said.

But the next morning, as dawn broke, the hot August sun shed light on a tragedy beyond comprehension. The industrial heartland of the country lay in ruin. More than 40,000 buildings were smashed into mounds of shattered concrete. Weak voices cried out from crevices and nooks beneath the rubble.

In a race to save lives, survivors used bare hands or what tools they had to claw into precariously leaning buildings.

One thousand dead. Five thousand dead. Ten thousand dead. The rapidly climbing figures were numbing. The Turkish government's ability to respond was diminishing. Soon help and search teams from around the world came pouring into Turkey, and among them were U.S. Navy Sailors.

A special Navy medical team from Naples, Italy, arrived in Turkey days after the quake with 27,000 pounds of medical gear, including self-support gear such as tents, water and meals-ready-to-eat. They brought surgical supplies, anesthesia machines, intravenous medicines and fluids to perform surgery, treat orthopedic injuries and facial trauma, and tend to other injuries.

"This is an unfortunate, but unique opportunity to come to the aid of our allies at their time of need," said CAPT Tom Sizemore, Commander in Chief, Naval Forces Europe Fleet Medical Officer.

The Surgical Response Team, with its 22 medical personnel, set up camp in a soccer field in one of the hardest hit cities – Izmit.

USS *Kearsarge* (LHD 3), USS *Gunston Hall* (LSD 44) and USS *Ponce* (LPD 15), with their combined 631-bed/six operating room medical capability, were diverted from the Mediterranean to the Sea of Marmara to provide any assistance they could.

Eighty-four active-duty staff members from Naval Medical Center Portsmouth, Va., were sent to *Kearsarge* to augment medical personnel onboard.

Still, the Navy's help proved minimal when facing the vast devastation of the earthquake.

Izmit, the largest city near the quake's epicenter and the site of the Navy surgical team camp, was a landscape of ruin and grief. The sounds of ambulance sirens competed against the wails of women, cries of babies and the grind of helicopters and bulldozers.



Friends, family and homes were lost. Despair is painted on the face of [illegible] city resident in [illegible] Turkey.

More than 40,000 buildings were smashed into mounds of shattered concrete. Weak voices cried out from crevices and nooks beneath the rubble.



Survivors survey ruins where an apartment building once stood.

Some buildings slid into neighboring buildings or surrounding streets. Others collapsed on top of themselves. The balconies of some apartments became stacked like logs on the ground, and the concrete slabs that separated floors looked like pieces of bread that were quickly slapped together.

Members of the Navy Surgical Response Team in Izmit saw walking wounded, many with bandaged heads or body parts. They saw people living and sleeping in the street, unwilling to even struggle for access to diminishing stores of food and water, or to return to apartments that seemed intact for fear of aftershocks.

They saw despair take over the country. "THE PEOPLE ARE HELPLESS, THE STATE IS HELPLESS, WE CAN'T EVEN FIND ANYWHERE TO PUT OUR DEAD," read one headline in a local Turkish paper.

The smell of death was in the air.

"We started seeing patients the first day," said Hospital Corpsman 3rd Class Rebecca Vanderburg, a lab technician who helped out as a circulator in the operating room.

The unit, designed to operate in a heavy combat area, treated 54 people during the next few days, including three surgical cases. Most of the treatments were for crush injuries or laceration wounds.

"This was a great opportunity for me," she said. "I felt like we were really ready for this." Vanderburg said those she helped were very responsive. "We were getting hugs from these people. They really were grateful."

Aboard *Kearsarge*, people like HM1 Allen Gourley was standing by for the worst. "We had 60 medical beds, four operating rooms, and a full medical staff to assist," he explained. "We even had 600 additional overflow beds if needed. We are here to do what we can; we're a



HM3 Rebecca Vanderburg, from Eau Claire, Wis., talks with earthquake survivors near Izmit, Turkey.



Right: A makeshift hospital is found in the center of Degirmendere, Turkey.



Members of the Turkish military hitch a ride inside an ambulance to a devastated area.



A young boy blocks his nose from the stench of decaying bodies near Golcuk, Turkey.

HMC Norbert Gonzalez (left) and HM2 Jonathan Baum break down camp in Izmit, Turkey.





Top: Suffering and loss is painted on the faces of many Turks.

Bottom: Salvageable items are recovered from devastated areas and precariously leaning buildings.



full-fledged hospital."

CAPT James Bolcar, Commander, Amphibious Squadron 2 added, "Our mission shifted from a medical effort to assisting the people of Turkey in transporting supplies to the hardest-hit areas with our helicopters. We have the ability to move water and supplies into the region. There are a lot of supplies at local airports that can't get to where they are needed because of the road conditions between airports and the hardest hit areas. With the transportation that we can provide, we can and will get the materials to the people who need them."

Delivery of tents to house survivors came ashore from *Kearsarge* by helicopters and LCACs within a week after the earthquake.

It was welcome relief for people like Pinar, an 18-year-old female survivor who now calls a tent city outside of Golcuk her home.

"We need help," she said in broken English. "How long we'll live here I don't know. We can't live in our house 'cause they say it will fall down. We are living very badly. I lost my friends." She pauses, and with a distant gaze repeats "I lost my friends."

Behind her, dozens of Marines from *Kearsarge* diligently erect tents in the pouring rain.

Out in the bay, two miles away, the ship and crew stand at the ready.

And to the north, you can almost hear the cry of a baby being treated for a crushed hand wound by Navy medics.

Here in Turkey, where the ground is unstable, the Navy provided a little stability.

Benson is a photojournalist assigned to All Hands.





So Others May Live

Aircrewmen Gather in San Diego for Intense Four-day SAR Olympics

Story and photos by PH2 Aaron Ansarov

What do you get when you throw more than 50 Navy and Coast Guard aircrewmen from around the globe (including members of the Turkish navy) into one of the most beautiful cities in the country for four days of grueling head-to-head athletics? You have the 7th Annual National Search and Rescue Competition.

Anyone who has heard of this competition most likely has heard of the man behind it, LT Terry Allvord. A helicopter pilot and former rescue swimmer, Allvord was assigned the task of motivating swimmers to maintain peak performance and conditioning while assigned to their squadrons. He soon discovered the need for pilots and rescue swimmers to work together to enhance their Search and Rescue (SAR) capabilities.

He implemented the Aircrew of the Quarter Award to recognize the Sailors who maintained a high level of readiness for their demanding mission of SAR. It wasn't long before he developed the idea for a competition. "We try to provide a safe forum for SAR professionals to compete against their peers while improving their ability to perform in a variety of rescue scenarios," Allvord said. "The ability of the crew to work together and adapt to each mission will make the difference between life or death."

LCDR Kevin Bianchi of Maplewood, N.J., shades himself from the hot sun with his shirt. He is a member of HC-11.



Gasping for air, this swimmer races against the clock to reach his teammates and complete his part of the race.

Right: After their partners finally made it back from their swim, these team members race the last few feet up the steps and across a field to end the race.



Day 1

The competition begins at the San Diego Chargers practice field where five-man teams gather to break the ice by having a quick 440-meter track relay. Next comes a mystery event. The objective: throw a football as far as you can and have your teammate catch it. Seems simple, right? Be careful, you will be scored on the amount of yards thrown and no points for dropping it. It doesn't seem hard until you're doing this in front of all your peers and every point counts. So what do you do? Go for an easy 10 yards and hope your teammate can catch, or have him run as far as he can and hope you can throw like you say you can.

Next it's time for the gym. Every one is showing what they have (and some showing what they don't) by bench pressing, lifting and doing as many pull-ups as they can. How many pounds are you going to lift? Pace yourself. You have three more days to go and it doesn't get any easier.



AW3 Robert Sharp of HSL-47 from Wichita, Kan., begins the first day of the competition with a quick run across the San Diego Chargers practice field. When asked what he would do differently if he had to prepare for the event all over again, Sharp replied, "Run more."

Day 2

Balboa Park, one of San Diego's premier parks filled with beautiful scenery, museums and, above all, the world-famous San Diego Zoo. It doesn't look like much when you are running past it during a seven-mile cross-country run. While wiping the sweat from your brow, the thought of quitting never crosses your mind. As a competitor, quitting is not an option because you have four other shipmates counting on you to win the race. As an aircrewman the word 'quit' does not exist because in the real world it possibly means the difference between life and death.

Life and death are responsibilities and dangers every aircrewman takes on when he or she puts those wings on. That's what AW3 Dan Garber knew when he put his on. It was just three years ago he was running the same course with his teammates from HSL-47. Unfortunately, he was lost to a helicopter accident a year later. After the accident, the winners of the 5th annual competition gave their trophy to Dan's parents, and from there, it was determined that every competition be dedicated to Dan. When asked how he felt, Dan's father, Mike Garber said, "There's hardly any words that can describe how I feel. I'm just so impressed and so honored by being here and having this named after Danny." Dan's parents now attend every event and will present the awards to the next team that wins. You hope it's you. Save your breath, though. The 15-mile bike race is next.



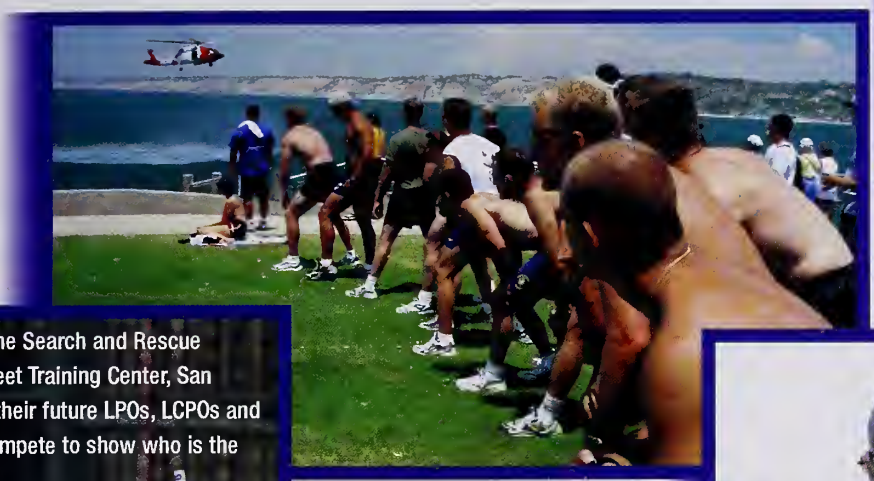
Day 3

As the rest of the world wakes up and carries on their morning routine with a cup of coffee or a quick read of the paper, you are putting on your flight suit for the sole purpose of swimming in it. Most athletes will say that it is the third day that hurts the most after a strenuous workout. Maybe that's why Allvord chose this day to plan the longest day of the competition. You begin the day swimming a relay race across one of the Navy's large swimming pools on base. This is the same pool the Search and Rescue School uses to train new, upcoming aircrewmen. In fact, it is the new aircrewmen who are sitting across the pool from you.

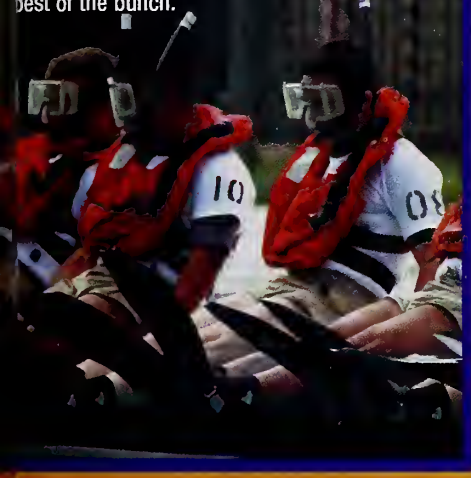
As you look across, you see where you once were. It could be a motivation for you to give it your all. It could also be the most intimidating thing in the world to think that one of those young Sailors across the pool may see you mess up and remember you in the fleet later, espe-



Above: Tag and go. As soon as the runner made it to his partner, the next leg of the race began, a quarter-mile swim and back



Young recruits of the Search and Rescue School from the Fleet Training Center, San Diego, observe as their future LPOs, LCPOs and division officers compete to show who is the best of the bunch.



Above: On your mark, get set ... as a Coast Guard helicopter hovers into position, the SAR swimmers wait to see a fellow SAR swimmer dive from the back end. When he touches the water, the race begins.



Above: A volunteer holds up the trophy that will be presented to the top SAR team.

cially when the next event comes up, the multiple rescue.

You drop from a diving board into the pool with three injured Sailors. Your test is to assess the situation and rescue them as fast as possible. Careful, ignoring procedure will cost crucial points. You are cold, wet, sore, tired and hungry, but a sigh of relief comes when Allvord gives you a two-hour lunch break after the morning events. Maybe you should ask for a two-day lunch break. But hurry up, you have to be at Coronado Beach by 1 p.m. for a beach race, and then a skillful test on the Navy SEAL's obstacle course.

AE2 Jeffrey Gillespie of HCS-5 from Omaha, Neb., gives a photo finish to the flight suit relay race at La Jolla Cove, San Diego.



Day 4

Thank God, it's Friday! But most of all, thank God it's the last day of the competition. All that you and your teammates have trained for has now come down to this last event, the swim-run relay. If you can survive this event, there is nothing left but celebration. Oh, but it doesn't just begin with the relay and then it's over; Allvord has thrown in just one more mystery race to get the blood flowing before the final event. How about a relay race where you are tested on how well and how fast you and your teammates can strap a 200-pound Sailor in a gurney and race across a field and not drop him. No problem!

Finally, it's here. It all comes down to this last event. You split up with your teammates and get ready. When the Coast Guard rescue helicopter comes into view to signal the beginning of the race, you have to keep an eye on the SAR swimmer hanging out of the back. As soon as he drops, the race begins. You take off running with as much effort that you can manage, trying hard to ignore those aches and pains that are screaming for you to stop.

You finally get within sight of your teammate and kick it into overdrive. As soon as you tag his hand, it's over - for you at least. Now, as if you were passing an Olympic torch of pain, your partner begins to feel the same grind that you just had. Then your partner passes on the torch to your other two teammates for the second half swimming part of the relay. You, the first leg, make it back to the beginning of the race to see if you and your teammates can actually unpack that travel bag that you brought for the trophy's trip back to your command.

Right: Tools of the trade.

Below: Oktay Erdem checks on his buddy, Hakan Galiskan, who pushed a little too hard on his part of the race. Both are search and rescue swimmers for the Turkish navy.





Right: Mike and Shari Garber were the parents of AW3 Dan Garber (in photo) the fallen Sailor to whom the competition is dedicated.



Members of HSL-47 take off for their mystery event, run across a field, strap a teammate down on a gurney and run back, hopefully without dropping him.



These SAR school instructors don't know it yet, but they are going to end up winning the competition.

Fortunately, for one San Diego team from the Navy's Surface and Rescue Swimmer School at the Fleet Training Center on the 32nd Street Naval Station, they won't have to unpack any travel bag. They can just toss the trophy in the trunk of their car and drive it home. As for AW1 Bruce Hinschberger from the SAR school, he can chalk his success up to integrating more swimming and legwork into his normal workout.

"If I had to train for it all over again, I would run with my flight gear and boots on," said Hinschberger about training for this competition. "It's very physical, but no one person could bear the weight of it all. That's why teamwork plays the most important role."

Now that you know what at least one of the winners did, maybe you have a good start for the next year. One piece of advice – this competition is getting bigger and harder every year, so start training early.

This year marked the first attendance of a woman SAR swimmer as well as four members of the Turkish navy making their presence known. "We will be trying to reach many more commands for the 2000 competition, said Allvord. "After the news of the participation of the Turkish navy and the first woman competitor hits the street, more countries and teams will become interested in the value of sending personnel to represent their commands."

After all the dust settles, the muscles heal and the blood pressure lowers, this SAR competition gives everyone who competes the confidence to prepare for a rescue that hasn't happened yet. If it does, these aircrewmen are ready for whatever challenges they face – So others may live.

Ansarov is a photojournalist assigned to the Public Affairs Center, San Diego.



Left: Kenyon Young is a Coast Guard rescue swimmer stationed onboard CGAS Elizabeth City, North Carolina, but today he is a competitor negotiating his way through the Navy SEAL obstacle course during the 7th Annual Search and Rescue Competition in San Diego.



Above: OS2 Victor Eberle of Search and Rescue School, Fleet Training Center keeps a sharp eye out for the crewmember being tested for procedure during the three multiple rescue race on the third day of the competition.



Even on liberty, the Hanson brothers are inseparable. The two brothers are stationed onboard USS *Clark* (FFG 11) and were in Chicago for a Great Lakes port visit.

Sibling RIVALRY



...it is not. The Hanson brothers are tight, their lives tracked the same path, and they call USS Clark (FFG 11) home

Story and photos by
JO1 Robert Benson

They're brothers, but you wouldn't know it. Look at the big one before he goes all stare and gangsta and attitude. He resembles a refrigerator: 6'2", 225 pounds, shaved head, size 13 shoes - a Sailor ready for the pro wrestling circuit. The other is 5'10" and weighs considerably less. One likes pizza, the other fish. One's outspoken, the other reserved. Their favorite colors are different, as are their rates.

That is, though, where the differences end between Matt and Pat Hanson. Sailors around them concentrate on the brothers' similarities: they both sport that "I can tear you in half look," they both like athletics and the Navy, they're both single, and they both hail from a small town near Milwaukee.

Oh yeah, there's another little similarity that hasn't escaped a single crew member who comes into contact with the Hansons: they're both stationed aboard the same ship — USS *Clark* (FFG 11).

But can this be? Do they still station family at the same base, ship or duty station? Isn't there some kind of rule in the books that prevents them from doing such a thing after the incident way back when - the Sullivans, wasn't it?

"'No way, I didn't think that they could do that anymore,' is what everyone says when we tell them we're stationed on the same ship," Matt said. But they can, and the Hansons will quickly point this out.

The two brothers would be in the minority if placed on a list that charts the number of siblings who serve together in the Navy at different locations. The list



SK2 Pat Hanson and his brother FA Matt Hanson wander the streets of downtown Chicago while on liberty.

would become even shorter if it showed the number of siblings who are actually stationed together on the same ship.

Although Navy officials don't track that kind of information, the number of siblings stationed on the same ship or base is small.

At the Navy base in Keflavik, Iceland, there are three family members stationed together – a father and his two sons. A while back, USS *LaSalle* (AGF 3) had a set of twins onboard. Most carriers at one time or another have been called "home" by siblings at the same time.

But the Hansons - everyone seems to know the Hansons. Everyone onboard Clark at least, and a good number of others in Norfolk, the ship's homeport. It's a story that started about a year ago when Matt, now a fireman apprentice, was still in basic training. Matt said he requested orders to *Clark* while in boot camp, and was told he would have a 50/50 chance of getting stationed with his brother. "In my fourth week of boot camp my command career counselor told me about the orders to *Clark*," said Matt. "I was very excited. It made the rest of my time there go smooth and my first year in the Navy has been great because of Patrick. I can always rely on him for positive mentoring and just being a friend." Matt said getting the orders was a highlight of his career.

Pat, a storekeeper 2nd class, was equally excited when he heard his brother was inbound: "I was floored when I was told Matt would be coming to *Clark*. We were on Counter Drug Ops '98, inport Curacao, Venezuela, when I found out. I was so happy."

Onboard *Clark*, the Hanson brothers are known as Hanson 1 and Hanson 2. "1" is Pat; "2" Matt. But for real number games, the crew onboard *Clark* had to only look pierside last July when the ship pulled into Milwaukee, near the Hanson's home town.

There they saw Hansons No. 3 to 20. It was a Hanson familyfest - Hansons were everywhere: sisters, aunts, uncles, parents, cousins. ... It was a port visit during the Great Lakes cruise that Matt called indescribable. "There was no other feeling like [visiting our hometown on a Navy ship]," he said. "It makes you proud to serve in the Navy when we're able to do things like this." Added Pat: "Pulling into our home state of Wisconsin and having the entire family there and being able to show the ship off was a great feeling."

Both Matt and Pat said their family thinks it's great that they're stationed together. "They say it seems too good to be true," said Matt. "Our family is a huge supporter of the Navy. Every award, certificate and picture we've ever received are framed and mounted. Once my mom got a letter from the captain about us and she started crying."

Ironically, the Hansons broke tradition by joining the Navy. No one in the Hanson family ever served in the military.

Pat points to the travel as his reason for joining. "I've never been to so many places in my life. It's great." And Matt added, " I wanted the education (the G.I. Bill) and the chance to travel. I didn't travel much as a kid, so I knew I would travel in the Navy."

Instead of world travel as children, the two played sports.

"Both Matt and I were football and baseball players as kids so we were very competitive," said Pat. "One always wanted to outdo the other. But Matt was always bigger. Today the most common question is 'Who's older?' Everyone thinks Matt is because he's big and bald."

In terms of weight, Matt does have the edge (by some 30 pounds). In terms of seniority, Pat has the upper hand. But does he boss his "little" brother around? "No, not really because we are in two different divisions and departments, but I find myself as a 2nd class defending Matt if I think he is getting a raw deal." ("Yeah, he definitely looks out for me," added Matt).

The two Hanson brothers take leave together. Off the ship, they hang out together. "We're each other's best friend," they say. The two cite countless advantages to having the same duty station: We can share clothes, phone bills, the car, etc.," said Pat. "Between the two of us, we never run out of anything. I would definitely recommend this arrangement to other Sailors who have siblings in the Navy.

"We've always been close, but this has made us even closer."

Benson is a photojournalist assigned to All Hands.

USS Clark Blazes Through Great Lakes During Summer Cruise



photo by JO1 Robert Benson

USS *Clark* (FFG 11) looks nearly as massive as the Chicago skyline. The crew visited the windy city during their three-month, 16-port Great Lakes Cruise recently.

Story by LT Chito Peppler

The Navy offers travel to exotic ports in the Atlantic, Pacific and Caribbean, but few Sailors are given a chance to sail the Navy's fourth coast – the Great Lakes. This summer, USS *Clark* (FFG 11) did exactly that. Embarked on a three-month, 16-port Great Lakes Cruise, *Clark* visited New England, Canada and middle-America. Clark's mission was to showcase the ship, her Sailors and the Navy.

During the cruise, *Clark* visited ports as large as Chicago where the crew hosted more than 4,000 visitors a day, and as small as Muskegon, Mich., where each Sailor received a hero's welcome. In Sault Sainte Marie, Mich., on the U.S./Canadian border, the red carpet was rolled out and the crew treated like celebrities.

A stop in Milwaukee proved to be an exciting and emotional homecoming for Storekeeper 2nd Class Patrick Hanson and Fireman Matthew Hanson - two brothers who call *Clark* their second home. For many, it was their first experience, and one that they'd probably not soon forget.

"This is an excellent chance for middle America to see the capabilities and opportunities that exist in our Navy and also for Sailors on board Clark to see part of middle America," said Fire Control Technician 3rd Class (SW) Jason Seetin from Atchison, Kans.

Music filled the air during many port visits as *Clark*'s Rock and Roll band played. The band even opened for Peter Frampton in front of an audience of 2,000, and performed at Cleveland's rock and roll Hall of Fame in front of a younger crowd who were attracted to the music and were equally impressed with the band members' accomplishments as Sailors.

"We help bridge the gap between the Navy and youth," said FC1(SW) Dave Hewitt from Hope Mills, N.C., who plays drums and percussion. "We're here to show that the Navy provides opportunities for Sailors to pursue their hobbies and interests. In short, we have fun, too."

Each host port is different, but Chicago meant window shopping along the Magnificent Mile and Cleveland meant rooting for the Indians at Jacob's Field and swimming in Lake Michigan. In every town or city, Sailors got a chance to feel the heartbeat of middle America and went away with a little better knowledge of each host port.

When the cruise ended, *Clark* had transited more than 6,500 miles and navigated through 32 locks in the St. Lawrence Seaway. This year's Great Lakes Cruise provided an opportunity for more than 100,000 visitors - to see first-hand what the Navy is all about.



Since 1976, the **NAVAL HOME** in Gulfport, Miss., part of the Armed Forces Retirement Home system, has housed nearly **500 AMERICAN HEROES.**

"This is a living museum of **AMERICAN HISTORY**," says CDR Jack Zink, describing the U.S. Naval Home in Gulfport, Miss. The deputy director also calls it a **"PURPLE HOME"** - since it's open to veterans of all services including the Coast Guard.

This month as we honor Veterans on Veterans Day, we go to the Naval Home to **MEET A FEW RESIDENTS** and **HEAR THEIR STORIES ...**

At the end of the day, David Spiro likes to sit by the window and relax, thinking of earlier memories of family, friends and his days in the Navy.



One of the ships David Spiro served on was USS *Kentucky* (BB 66).

Story and Photos by PH2(AW) Jim Watson

A Century *in the* Making

"Is Mr. Spiro's nurse around? Does anyone know where Mr. Spiro is?"

The nurse on station looks around and answers, "He was just here a minute ago."

What if the man you are looking for is *more than 100 years old*? He should be in his room, in bed sleeping or under the constant care of a physician, you say?

Not if you're prior Navy bugler David Spiro. At more than a century old, he's still active, and still plays the bugle. He is a shining example of how you can never be too old to do what you love.

Spiro, born in early November 1898, found his calling one morning while at Grace Presbyterian Church, Brooklyn, N.Y.

"I learned to play the bugle at church," said Spiro. "They had a drum and bugle corps there." Although his hearing is less than perfect and he moves a little slower than he did, say 80 years ago. Spiro easily recalls events from more than 90 years ago – he speaks fondly of the church that had uniforms for those in the drum and bugle corps. Spiro loved being in uniform and playing the bugle, and that love led him to the Navy near the beginning of World War I. In 1914 Spiro was 16 years old and weighed 108– 37 pounds under the minimum requirement.

"I was a good bugler and they couldn't pass me by," Spiro said. "That's the only reason they took me."

Without his mother's knowledge, Spiro signed up and entered the Navy in 1914 and kept it a secret until he was ready to deploy for the beginning of World War I.

"My mother was against it," Spiro said

David Spiro lets out a bugle call that the whole third floor of the Naval Home can hear. Although he no longer plays every day, Spiro still has the magic and the ability to sound a bugle call.



Although Spiro may need the use of a cane to walk on his own, he still manages to get around the Naval home quite well. Spiro and others wait in line for chow in the lobby of the naval home.

laughing. "She almost had a fit when she found out I was going to war."

In fact, his mother was determined to get him out of the service. Spiro's desire to go on active duty was so strong that he lied to his mother about what the Navy would do to him if he backtracked on his commitment.

"I had to lie and say they would arrest me," said Spiro. "I told her horrible prison stories about what they would do to someone like me."

Spiro's mother eventually gave in. During World War I, Spiro served on board USS *Martha Washington* (SP 3019), which was used to patrol the coastal waters off the United States and inspected the cargo of incoming ships.

He also served on board the battleship USS *Kentucky* (BB 66). In those days, all the battleships carried four or five buglers. Since Spiro had been part of the New York State Naval Military Guard before entering active duty, he knew all the bugle calls except boat calls when he arrived on board. Quick to catch on, Spiro had them memorized within the week and could sound anything the captain ordered.

"I played for Admiral Dewey many times," Spiro said. "And for presidents, too."

Presidents including Woodrow Wilson, William Howard Taft and Teddy Roosevelt all heard Spiro's bugle calls.

After the war, Spiro got out of the Navy and took a job with the U.S. Postal Service as a mail courier. He walked the streets of Brooklyn for more than 37 years delivering mail. He retired in 1954, and worked several other odd jobs until 1972 when he moved into the Naval Home after his wife passed away.

At the Naval Home Spiro found his love of the bugle once again, as he blew taps and reveille every day. Up until his 100th birthday, Spiro could be found practicing and preparing for one of the many ceremonies, funerals and VIP visits he played for. Now he plays when asked or on special occasions.



Spiro embraces the Naval Home's Executive Secretary, Shelda Jones, who has become very dear to him. Shelda is one of the few people at the home Spiro opens up to and speaks freely with. At his age trust is earned over time, but not with as many people.

Below: Mary Thornton, Spiro's friend and social worker, helps him sort through his clothes to find his chief petty officer uniform that was given to him after he was made an honorary chief by the MCPON.



"The bugle has kept him healthy," Executive Secretary for the U.S. Naval Home, Gulfport, Miss., Shelda Jones said "Blowing it day after day has really kept his lungs strong."

The Naval Home has three patient care levels–Independent Living, Assisted Living and Long-term Care for those who need constant attention from medical providers. Remarkably, Spiro has only lived in the Assisted Living Unit for four years. Before that, he performed with his bugle on various occasions and rode his bicycle on a 10-mile journey to the local mall and other shopping areas.

For the last two years Bobby Reed, a certified nurse assistant for the home, has been by Spiro's side helping in what many have called his "slowing-down phase." A phase that only took Spiro 99 years to reach.

Still an inspiration to all at the Naval Home, David Spiro is a part of naval history.

Watson is a photojournalist assigned to All Hands.

VIEWS OF

Flying Through the Ranks

Richard Beaver, Enlisted Pilot and Navy Veteran

By PH2(AW) James Watson

Did you know that during World War II, Navy and Marine Corps pilots destroyed more than 15,000 enemy aircraft, sank 174 Japanese warships and destroyed 63 German U-boats?

If you didn't know the exact numbers, I am sure that you had a pretty good idea. But did you know that during that time, and since the beginning of Naval Aviation, the Navy trained and used enlisted pilots?



Photo by PH2(AW) James Watson

Richard D. Beaver, one of the retired Navy veterans at the Naval Home in Gulfport, Miss., was one of the lucky chosen to attend flight school and became a chief aviation pilot during the war.

"I had wanted to be a pilot since I was young," said Beaver. "Going to flight school in Pensacola, Fla., was the highlight of my time in the Navy."

Beaver was assigned to preflight school at the University of Georgia in September of 1942 and graduated as a pilot in June of 1943. He then went on to a patrol squadron in the Pacific and was based at Funafuti in the Ellis Islands. During his time there he conducted long range combat patrols and night mine laying and bombing missions.

"We bombed every night," Beaver remembers. "I kept asking myself, why am I here? We didn't have this back in Illinois."

Prior to his days as a pilot, Beaver enlisted in the Navy as a seaman in 1938 and became a machinist mate. He was promptly promoted through the ranks to first class petty officer before being selected for enlisted pilot training.

While on duty in Honolulu, Beaver got his private pilot's license flying from island to island. Beaver says this was what made him a prime candidate for flight school when the opportunity arose.

"I already knew how to fly," said Beaver. "That was what helped me get selected."

Beaver flew more than 20 different types of aircraft as an enlisted pilot and has since flown in the private sector for the Federal Aviation Administration. Pictures of aircraft cover Beaver's wall, along with certificates and awards received throughout his life. One such memento was a picture of him taxiing in a PBY-5A, a version of the Catalina flying boat that was used for anti-submarine warfare.

"While in the patrol squadron, we started by flying a two engine P2Y," said Beaver. "We then went on to the more powerful PBY-5's."

Beaver was also in the Korean War and remembers stopping in Kwajalein, a small island in the south Pacific where the United Nations had their headquarters.

"It was a fueling stop for our planes," said Beaver. "Were all on our way to Korea for the war."

Beaver retired from the Navy at the rank of lieutenenant junior grade with 30 years of service. He also spent 10 years working for the FAA as a controller and supervisor in Illinois and as facility pilot as needed.

Wedded Bliss for First Married CPOs

By J01 Robert Benson



Photo by J01 Robert Benson

They were called the king and queen in Corpus Christi, Texas 50 years ago, and today, at the Naval Home in Biloxi, Miss., many would agree they still hold that title. Everyone there, it seems, knows Marian and Jules "Skeets" Powers and their claim to fame: they were the first chiefs in the U.S. Navy to marry each other.

"I ran as fast as I could but she caught me anyway," jokes Skeets today, 54 years later, of their courtship.

The Powers' story began at Kingsville Naval Air Station where the two crossed paths in the mid 1940s.

Skeets was a self-confessed "wrench turner" who worked on the flightline as an aviation machinist mate. Marian was a parachute rigger.

"Before the Navy I worked in a tailor shop," explained Marian, "so the Navy assigned me to fix parachutes, which was a related field of

work." Marian went to boot camp – a shortened one month long training – in Cedar Falls, Iowa. She went to Lakehurst, New Jersey, for parachute rigging training, then to Alameda, Calif., and from there to Kingsville. "That's where I met my downfall," she joked.

Quick with a comeback, Skeets added "but she's older than I am by three weeks, and I never let her forget it!"

Marian made chief on Jan. 11, 1946, and the two married a little over a month later, on Feb. 21, 1946. "The military wedding was outstanding," said Marian.

Skeets' duty assignments included Pensacola, Virginia Beach, Memphis, Tenn., San Diego, Oklahoma City, and Patuxent River Naval Air Station.

Although he never saw combat, Skeets recalls at least one harrowing experience. "The only thing that ever scared me was in a PBY," he remembers. "We were flying from Puerto Rico to Miami. I was the flight engineer and we were hauling 18 personnel. Halfway into the flight both engines quit."

Skeets heard only the sound of wind on the wings.

"The silence was deafening. The problem was with the fuel pump. The fuel wasn't getting from the wing tanks to the engines, so I had to manually work the fuel pumps to restart engines and make it to Miami. We worked the fuel pumps all the way there. The engines were using as much fuel as we could pump, so we couldn't let up for a minute."

Photos of some of the aircraft Skeets was close to are in his room at the Naval Home. The room itself, along with the home, are things Marian and Skeets love. "We got here on May 7, 1997 and it was the best move we ever made," said Skeets. "We love it here," added Marion. "There's plenty to do. I work in the mail room and take over editorship of Homeport (the home's newsletter) soon."

About the only thing that outranks the two is the Naval home itself. It was established Feb. 26, 1811 by the Honorable Paul Hamilton of South Carolina, Secretary of the Navy under President James Madison. The charter was to provide "permanent asylum for decrepit and disabled naval officers, seaman and Marines."

Today, the Naval Home is where service men and women bring a wealth of lifetime experiences that enrich retirement life. Stimulating programs and activities are regularly planned, including the resident assistant volunteers, the resident elementary and middle school mentors, and a variety of other community programs.

But the gems of the home are the residents themselves, people like the Powers, who are living American history.

Harboring a Life

Retired HMC remembers how he survived Pearl Harbor, Hawaii during the attack.

By PH2(AW) James Watson

The alarm sounded. Was this a drill? A fire? Was that an explosion?

"Eighteen inches of armor plating gives you a hell of a sense of security, until a torpedo hits," said retired Chief Hospital Corpsman Paul Ellis, now a resident of the U.S. Naval Home in Gulfport, Miss.

"We went to general quarters, then to a fire drill and then back to general quarters," remembered Ellis. "Then another torpedo hit. The ship was sinking and we had to abandon ship."

"The stern was beginning to list," said Ellis. "I looked over the side and then up in the air I saw another plane coming."



Photo by JO1 Robert Benson

Ellis's ship, USS *West Virginia* (BB 48) was just forward of USS *Arizona* (BB 39).

"Sailors were jumping off into burning oil and gas. The ship was on fire. I couldn't jump."

Frightened of what could happen to him in the burning ocean, Ellis ran to the bridge where he found his injured captain.

"I tried to help him," remembers Ellis. "But the other officers wouldn't let me."

A hospital corpsman striker at the time, the officers felt he didn't have the experience to help the captain. Ellis proceeded back to the afterdeck.

"I could see three planes coming," said Ellis. "I saw the bomb, it dropped through gun turret No. 4."

Ellis went down the ladder, across the USS *Maryland* (BB 46), over the quay and then on to Ford Island. Luckily the bomb was a dud or Ellis wouldn't have even made it a few steps.

"I stayed on the island for two days helping victims," he said.

Ellis saw much more of the war after Pearl Harbor on USS *Bremerton* (CA 130) in the Coral Sea, but luckily lived to tell about it. Ellis was able to attend Corpsman "A" school and was promoted to chief petty officer and retired in 1959.

cybersailor@mediacen.navy.mil

CyberSailor

Death, Taxes and Moving: Time for a change?

For those of us in the Navy, the old adage of "the only certain things are death and taxes" needs a minor revision. One more certainty should be added – moving. Now, it seems to me that duty station changes come twice a year, usually in the fall and summer. I could be wrong, since it also seems to me that I just keep getting better looking as time goes on. … In any case, we're at the start of the new fiscal year, and I'll bet there are lots of you out there pulling up stakes and heading into the great unknown, courtesy of the Navy's newly-minted dime.

The difference these days is that with the advent of the Internet and World Wide Web, the "great unknown" doesn't have to be. No longer do we have to rely on the engineering or disbursing guy who "used to be there 12 years ago" to tell us what the housing in Yokosuka, Japan, is like. To get the info, pull up your trusty search engine like I did. I quickly found a great site, maintained by Yokosuka's Public Works Center, at www.pwcyoko.navy.mil/housing. Photos, floor plans, and even a link to check your progress up the waiting list for Navy housing are included. And Yokosuka is not unique - Most bases have their own web pages, as well as a listing on SITES.

These homepages typically include links on Morale, Welfare and Recreation info, barracks descriptions, school listings and childcare services, as well as links to local community information.

Speaking of SITES, (www.dmdc.osd.mil/sites) it has links to information about nearly every DOD installation in the world, so if for some reason you're headed to an Air Force base, chances are you'll find it there, as well as Navy, Marine Corps and Army installations. The information may not be as interactive as up to date as a base's homepage, but it's a great place to get started.

Still other resources for military-specific information are the civilian pages that have been popping up. One fairly new entry is the Military Relocation Information Network, at www.mrin.com, with info on real estate, community organizations and the local job market.

Another which has been around a little longer is Military City (www.militarycity.com), sponsored by the Army Times Publishing Company, which publishes *Army Times*, *Navy Times*, *Air Force Times* and *Marine Corps Times* newspapers. The civilian-sponsored sites tend to be centered on stateside duty, since they earn revenue by selling ad space to real estate companies, colleges and the like which hope to have you as a customer some day. Since you're going to need a place to live anyway, not to mention that doctorate in bicycle mechanics you're pursuing, it's a good deal for them, and a great deal for you.

Yet another old adage comes to mind that applies to Navy life: The only constant is change. With the greater access to information that the Internet is providing Sailors, DK1 in disbursing may tell great Yokosuka sea stories, but you'll want to go to the Web for the real deal. Change is good!

Cyber Sailor

The appearance of commercial Web sites in *All Hands* does not imply endorsement by the Department of the Navy or Defense.

Y2K on the net: Hype is a four-letter word

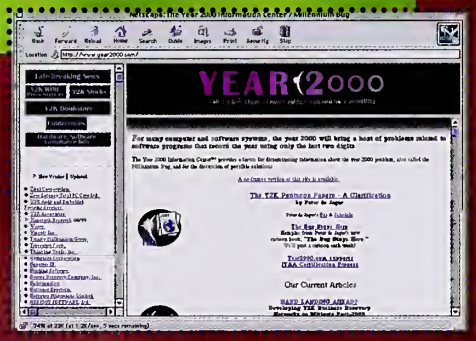
Looking for straight info on the Y2K Bug? Look no further than www.year2000.com. There you'll find no-nonsense articles and essays on different aspects of the problem, and well-researched studies on the most likely consequences of the inability of old computers and software to handle the change to the 21st century.

www.militarycity.com

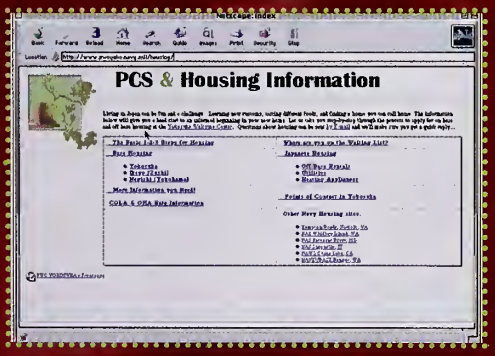


www.mrin.com



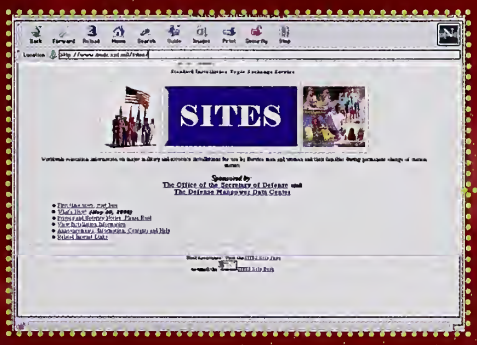


www.year2000.com



www.pwcyoko.navy.mil/housing

www.dmdc.osd.mil/sites



Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



FILL 'ER UP

A U.S. Navy F-14A *Tomcat* attached to Air Test and Evaluation Squadron (VX) 9 receives in-flight refueling from a U.S. Air Force KC-10A *Extender* attached to the 60th Air Mobility Wing, Travis Air Force Base, Calif. The aircraft were participating in Operation *Global Patriot*, a joint service, air-to-air combat training exercise.

Photo by U.S. Air Force Master Sgt. Joe Cupido



PERFECT FIT

PN2 Toni Nola of San Diego, makes sure her MCU-2/P gas mask fits properly during a general quarter drill aboard USS *Dwight D. Eisenhower* (CVN 69). *Eisenhower* is currently pierside at Portsmouth Naval Shipyard.

Photo by PH2 Shawn Eklund

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GIVE ME AN "L"

A landing signalman aboard USS *Kearsarge* (LHD 3) guides an AH-1W *Super Cobra* attack helicopter from Marine Medium Helicopter Squadron (HMM) 365 in for a landing.

Photo by Marine Corps Lance Cpl. Justin T. Watkins

Eye on the Fleet



SUBMERSIBLE CITY

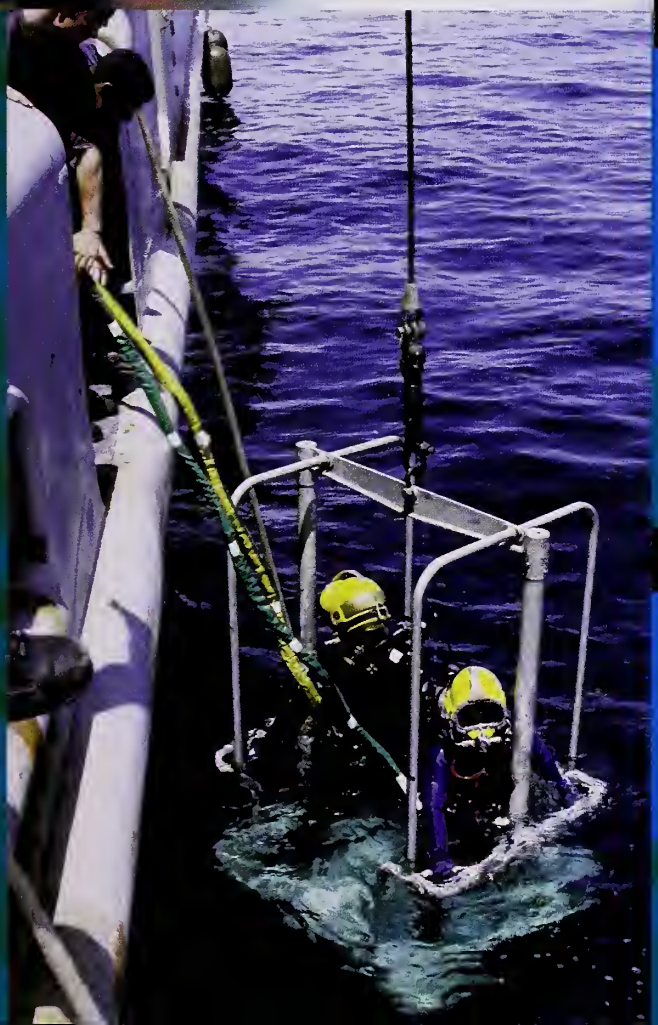
Sailing away from St. Ciroix, U.S. Virgin Islands, CDR Leo Goff, commanding officer of USS *City of Corpus Christi* (SSN 705), assisted by a navigator and lookout, head for the Colombian city of Cartagena.

Photo by JO1 David Rush

HIGH TECH WIZARD

AE3 Daniel Gagnon from Tampa, Fla., removes a circuit board from an aircraft gyro system for maintenance aboard USS *Theodore Roosevelt* (CVN 71). *Roosevelt* and accompanying Air Wing 8 are in the Arabian Gulf in support of Operation *Southern Watch.*

Photo by PH3 William L. VanderMate



DEEP DIVING

U.S. Navy divers from USS *Grasp* (ARS 51) surface from a search and recovery dive while trying to recover the wreckage of the small plane belonging to John F. Kennedy Jr. off the coast of Martha's Vineyard, Mass.

Photo by PH1 Andrew McKaskie

Around the Fleet

(continued from page 9)



TIME CAPSULE

This month we took a look at issues from 10, 25 and 50 years ago to see what the Navy and *All Hands* were up to.

November 1989 —The Russians came to Norfolk for a historic port visit and we got to see what life was like on the Soviet guided-missile cruiser *Slava*; we highlighted the oldest watch in the Navy, the "Lookout;" and the Navy balloon team flew a recruiting message.

November 1974 — This issue featured "Navymen Doing Their Thing" with stories about the Navy's America's Cup sailing crew, mountain climbers and coaches. Also, we took a look at the "Gator Navy" during Operation *Kangaroo 1*; the destroyer USS *Laffey* (DD 724); and alcoholism in the Navy citing the startling statistic that 38 percent of all Navy personnel at the time were more-than-moderate drinkers.

November 1949 — The cover of this 50-year old issue showed a Navy gun pointer on board USS *Coral Sea* (CVB 43) scanning the sky for enemy planes. Sailors learned damage control on board USS *Buttercup*, a 40-ton training vessel floating in her own concrete-bottomed sea at the Navy's damage control school at Treasure Island, Calif. A study by BUMED showed Sailors were getting healthier, and we featured a large story on the state of the Navy with emphasis on a new pay scale called the "Career Compensation Act of 1949." The scale showed an E-1 was making $75 a month and an admiral with more than 30 years service was making close to what an E-1 fresh out of "A" school is being paid today. Who says we're not getting pay raises?

SHIPMATES



Hospital Corpsman 1st Class (SS) John Thomas was selected as Naval Hospital Pensacola's Senior Sailor of the Quarter. Thomas is an anti-terrorism instructor, the leading petty officer on board Corry Station and the president of the hospital's Petty Officers Association. The Shaker Heights, Ohio, native also serves as the hospital's Habitat for Humanity coordinator.



Engineman 3rd Class (SW) Vincent S. Aldan was selected as Sailor of the Quarter, 2nd Quarter 1999 onboard USS Shamal (PC 13). The Saipan native was recognized for his daily demonstration of extraordinary professional ability, desire, motivation and unlimited potential.



Yeoman 1st Class Teresa M. Kelley was selected as Sailor of the Year for 1998 at Helicopter Training Squadron 18, NAS Whiting Field, Milton, Fla. Kelley, a native of Grove City, Ohio, was singled out for her superior work as the administration chief. This is her second consecutive year to be the squadron's Sailor of the Year.



Chief Postal Clerk (SW) Otilio Santos of Naval Support Activity Naples, Italy, and a native of Bronx, N.Y., was recently selected the Mediterranean Postal Clerk of the Year. He led a team of more than 25 military and civilian postal clerks through a perfect postal assessment during a recent inspection. He is responsible for three postal finance offices in Naples that conducted $3 million in error-free sales of money orders and postage while distributing more that 900 tons of mail.

(continued from page 9)

temperature, at over 100 degrees, didn't last.

Additional assistance came from *TR*, in the form of a magnetic compass and 30 gallons of gas. *Kinkaid* provided clothing for each of the fishermen to protect them from the elements. After receiving aid and directions, the four men shook hands with *Kinkaid*'s boat crew and thanked them for their assistance.

"These guys had to be four of the luckiest and most surprised people in the world, when the entire *Theodore Roosevelt* battle group came to all stop alongside their tiny vessel to assist them and get them back home," added Chief Warrant Officer Patrick Paddock, *Kinkaid*'s Tactical Action Officer, from Bloomfield, Ind.

Story by 5th Fleet public affairs office.

BREAK into the FUTURE

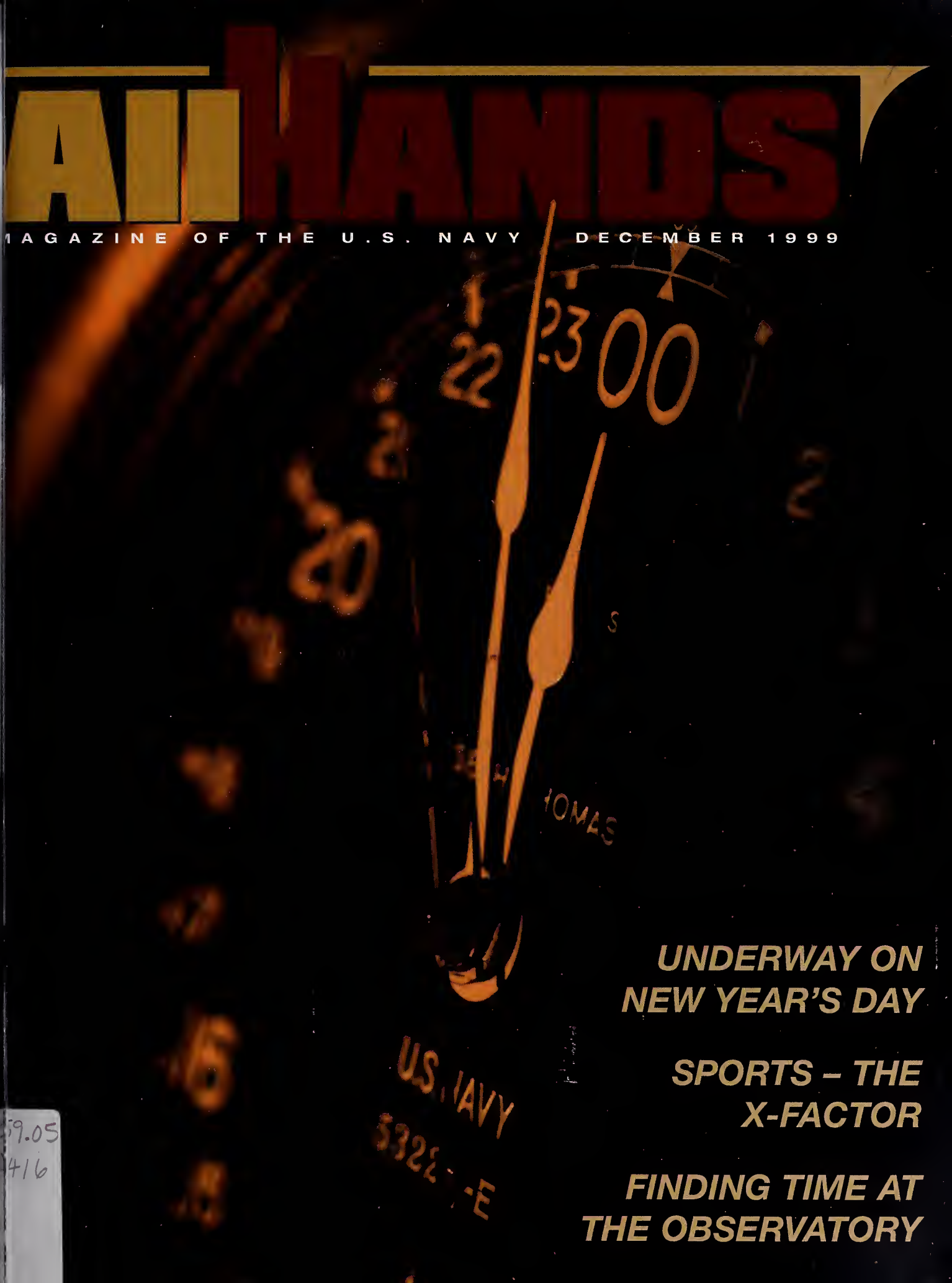


NAVY COLLEGE PROGRAM


All Hands

All Hands

MAGAZINE OF THE U.S. NAVY DECEMBER 1999



UNDERWAY ON NEW YEAR'S DAY

SPORTS – THE X-FACTOR

FINDING TIME AT THE OBSERVATORY

59.05
416

All Hands
December
Number 992

Features

12 X-Factor
Is Cryptologic Technician (Repair) 2nd Class Tommy Board a rebel because he's a BMXer? Read on, and judge for yourself.

20 Having the time of his life
Ever wonder when time began? Or where it goes? There is one person who may have those answers — and his name is Interior Communications Electrician 1st Class Jerry Carrillo.

24 Underway on New Year's Day
In June 1998, the Navy and Marine Corps developed a comprehensive Y2K testing plan to check Y2K-vulnerable systems. Now the fleet can see the results of that plan.



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The Honorable Richard Danzig

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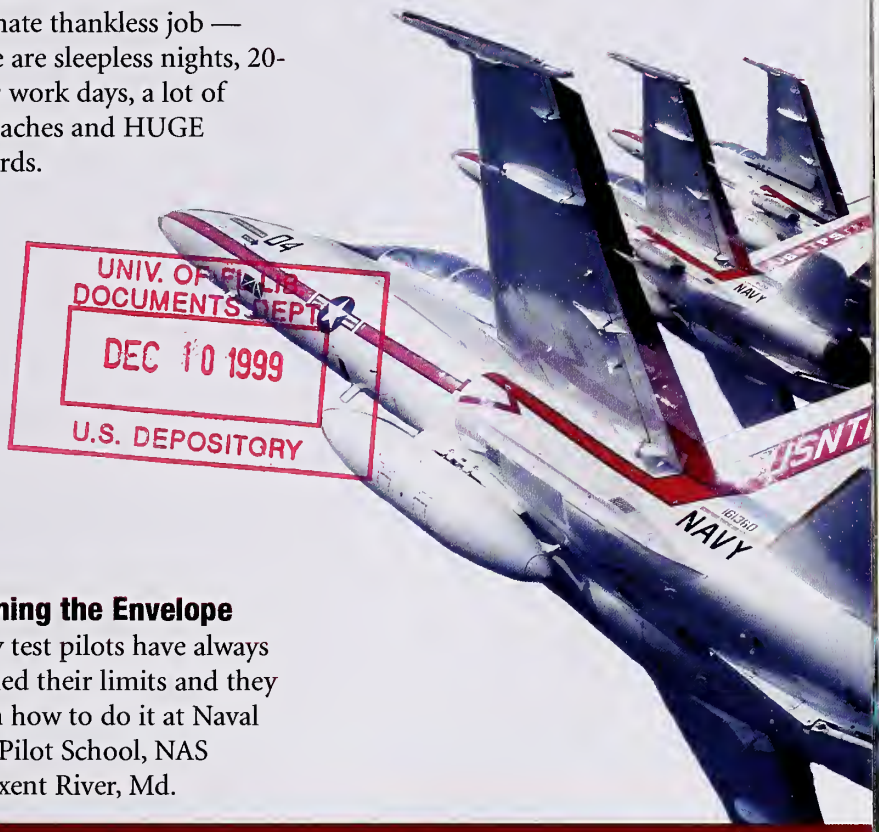
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26 The Day the Clocks Rolled ... Forward
If you're at sea on New Year's Eve, will the Y2K bug take out the afloat Navy? It's unlikely and the Sailors aboard USS *John F. Kennedy* (CV 67) can tell you why.

30 No Rest for the Weary
Being a Recruit Division Commander can be the ultimate thankless job — there are sleepless nights, 20-hour work days, a lot of headaches and HUGE rewards.

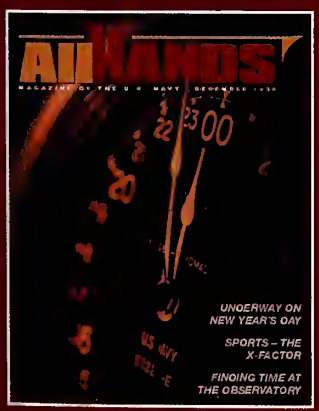


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Departments

6 Around the Fleet
42 CyberSailor
44 Eye on the Fleet
48 The Final Word

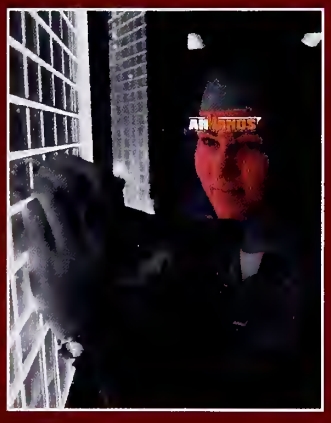
38 Pushing the Envelope
Navy test pilots have always pushed their limits and they learn how to do it at Naval Test Pilot School, NAS Patuxent River, Md.



On the Front Cover

The begining of a "new year" draws close as Navy chronometers around the world count down the final seconds to Y2K.

Photo by PH2 Jim Watson



On the Back Cover

OSSN Lisa Washlesky prepares to plot fuel information on a status board on USS *Harry S. Truman* (CVN 75), which recently completed carrier qualifications off the Virginia coast.

Photo by PH2 Justin Bane

Check us out Online at:
www.chinfo.navy.mil/navpalib/allhands/ah-top.html


Spider Woman

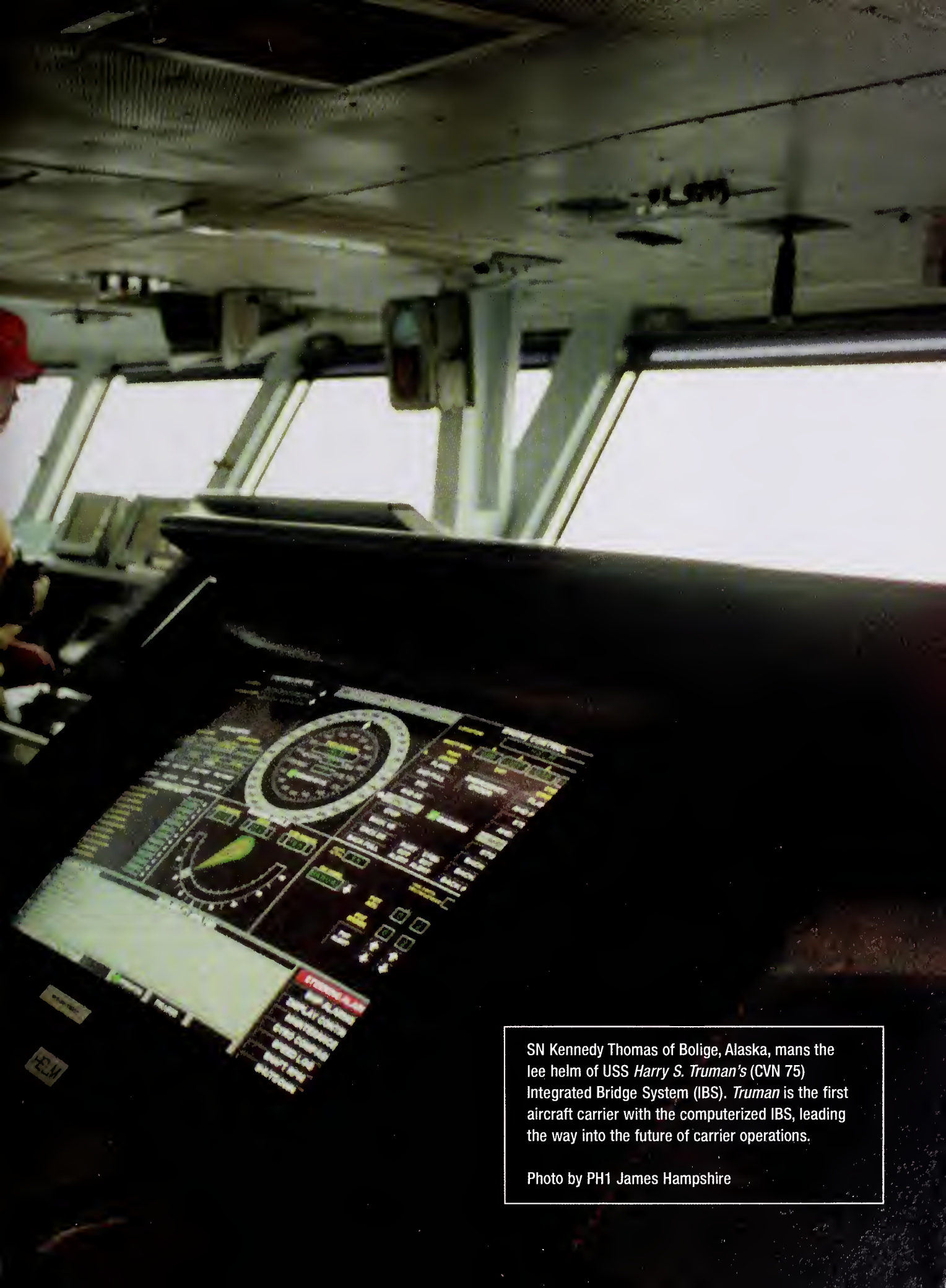


Some 40 feet above her friends, MIDN 3/C Jo Gadwa scales a rock face at Great Falls, Va. Gadwa is a member of the "Mountaineers," an Annapolis-area naval group that regularly climbs in the Maryland/Virginia area.

Photo by JO1 Robert Benson

Sailing into the Future





SN Kennedy Thomas of Bolige, Alaska, mans the lee helm of USS *Harry S. Truman's* (CVN 75) Integrated Bridge System (IBS). *Truman* is the first aircraft carrier with the computerized IBS, leading the way into the future of carrier operations.

Photo by PH1 James Hampshire

BY THE Numbers

1/1,000,000,000

Of a second is the standard of accuracy the U.S. Naval Observatory's Clock adheres to during the course of one year. See story Page 20.

17

The number of different foreign military forces that have been taught at the U.S. Naval Test Pilot School, Patuxent River, Md., in the Foreign Military Students Program. See story Page 38.

20

The number of feet CTR2 Tommy Board jumped in one huge airborne leap on his BMX bicycle at the 1984 World Cup Championships in Nashville. "My mom freaked out when I did it," said Board. See story Page 12.

Navy recruits three Coffey brothers

While they may not be Oscar winners or professional athletes, the three Coffey brothers — Joseph, David and Daniel — are a source of pride for their family in Millington, Tenn., through their service in the Navy.

The youngest, Aviation Technical Airman Joseph Coffey, was the first to enter the Navy. After graduating from high school, he dabbled in auto mechanics, but found it "pretty hard to find a job without experience."

After receiving several calls from Navy recruiters, he decided to go for the education and experience the Navy provides. Recruiters initially guided him toward nuclear engineering fields, but he found his call working on aircraft. When he completed Naval Aviation Technician "A" School, Coffey reported to VQ-1, where he now works in the maintenance department.

Soon his brothers were unable to resist the call of the sea. David, four years senior to Joseph, was working his way through college at Memphis State University as a machinist.

Daniel, two years senior, worked in auto body repair.

They looked at their options and at Joseph, who was then in 'A' School, and decided to enlist.

Two months after enlisting, David and Daniel entered boot camp together as seaman recruits. Opting for submarine/ship duty instead of aviation, they now live in Charleston, S.C., undergoing the rigors of Nuclear Power School.

Overlapping leave schedules allowed for the first reunion of the three Sailors during last year's Christmas holidays.

There are still three more Coffey brothers. Two are under age 20, so the Navy may still be a possible option for them — only time will tell.

Story by James Dillon, courtesy of Crosswind, *Naval Air Station Whidbey Island, Wash.*

PACFLT commands help themselves to the Bronze Hammer

Four Pacific Fleet commands received 1998 Navy Self-Help Bronze Hammer awards for their use of self-help programs to improve facilities and save taxpayer money.

Naval Station Pearl Harbor; Naval Security Group Activity (NSGA) Pearl Harbor; Naval Computer and Telecommunications Area Master Station Pacific, Wahiawa, Hawaii; and Fleet Anti-Submarine Warfare (ASW) Training Center, San Diego, Calif., were recently recognized for their accomplishments.

The Self-Help program improves the working spaces of Navy military and civilian personnel, and projects may range from simple interior painting to complete office space remodeling.

"If you wanted to build a wall in your office, you would come to us and we would do a little project planning," said Chief Builder (SW) Walter A. Sward, Leading Chief Petty Officer of Naval Station Pearl

United States Postal Service

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PS Form 3526, September 1998 *(Reverse)*

Countdown to Y2K



DAYS	HOURS	MINUTES	SECONDS
30	16	29	59

Y2K and You

This will be the final installment in our series of articles devoted to Y2K issues. You'll find more information elsewhere in this magazine, but there are still a few more questions we'd like to address. Please share this information with your family members, particularly older family members who may feel vulnerable and could be easy prey for those who would spread rumors and perpetrate scams.

Q: "I've heard a lot about Y2K problems overseas. How will this affect service members and their families at overseas duty locations?"

A:The Navy and other government agencies have invested significant resources to assess and ensure the Y2K preparedness of nations who are "hosts" to our overseas bases and duty-stations. In fact, we do rely heavily on the host countries for basic services like electricity, water, sewage, and gas. Host nation support is a vital part of the Navy's Y2K preparedness program.

Overseas base commanders are working closely with local officials to ensure that adequate power, water, and other essential services will be available before, during and after the date change occurs. In most countries, Navy officials as well as local service providers expect no major outages or disruptions. Nations that currently experience irregular utility services are likely to experience similar problems during the date change.

Each country is unique, so you should check with your base Y2K representative and inquire in your chain of command for more specific information on your area.

Q: "Some of my civilian friends are really concerned about Y2K. They tell me there won't be water, or electricity and that there won't be enough gasoline. Should I be worried, and what precautions should I take?"

A: You shouldn't be worried, but you should be prudent. You should prepare as you would for a winter storm. You should not hoard food, gasoline or other supplies, just be sure you have enough of those items for your family for a few days. You probably won't need them, but officials say some local, short-term problems may crop up, particularly in rural areas.

Q: "I've heard about Y2K scams. What's that all about? What can I do?"

A: In February 1999, information was received by the Naval Investigative Service from the National Fraud Information Center about a credit card scam related to the pending date rollover. In this scam, a prospective victim gets a call from a solicitor who is offering credit card insurance or "Y2K compliant magnetic strips for credit cards."

Usually, the caller says he represents a bank or other credit card issuer, but he does not mention the name of the institution he represents. The caller states that to make the victim's credit card "Y2K compliant and immune to potential year rollover problems" a new magnetic strip will be mailed to the victim to affix to the card.

However, the victim is requested to give the credit card number to the caller. There are several clues in this scenario that indicate a scam. First, credible solicitors always identify themselves, as well as the company they represent. Secondly, when you use your card, it is swiped though a reading device that reads the magnetic strip for approval purposes. Therefore, if there were a Y2K "reading problem," it would probably be in the machine it is swiped through, not the card. Finally, always be cautious if someone asks you for your credit card number. After all, if someone is calling about a problem with your card, shouldn't they already know the number? Anyone calling you and asking you for a credit card number, or the need to transfer your money or to buy Y2K insurance should be suspect.

The banking industry in the United States recently was awarded five stars by the Senate Y2K committee, making it the best prepared of all U.S. industries.

Just remember, if it sounds too good to be true, it probably is. .... And if it sounds like it doesn't make sense, it probably doesn't.

Most of all ... have a happy and safe New Year!

Harbor's Self-Help Center. "We would have a Seabee representative assist you in building the project, and we would provide all of the materials."

Criteria used to decide the winners included strong command involvement, organization (including a full-time Self-Help coordinator), clear program objectives, effective use of Seabees and funding, good promotion and advertisement, recognition for the program participants and well-planned, quality work.

According to Cryptologic Technician (Maintenance) 2nd Class David Wahl, assistant facilities manager at NSGA Pearl Harbor, "We had to move a couple of divisions around in our building, so we wanted to renovate some of the office spaces to accommodate them. Instead of getting Public Works to do it, we did it ourselves." NSGA Pearl Harbor estimates that they saved the government about $28,000 by taking on volunteer projects themselves.

Last year, Fleet ASW Training Center, San Diego, saved an estimated $243,000 by doing their own projects despite personnel cuts, within their Self Help program. "It's pride of ownership because you're doing the work and you're taking care of your own space," Sward added.

Story by JO2 Sean A. Hughes, Pacific Fleet public affairs office.

U.S. submarine makes historic visit to Jordan

USS *Kamehameha* (SSN 642) recently became the first U.S. Navy submarine to visit a Jordanian port while participating in an annual Special Forces operations exercise, *Early Victor*, with U.S. and Jordanian special forces in the Red Sea.

His Majesty King Abdullah Bin Al-Hussein, the king of Jordan, was one of a handful of dignitaries to visit *Kamehameha* while she was pierside Aqaba.

"The ability to show what we can do and the type of missions that we perform – which are not widely known – gives us a great deal of satisfaction", CDR Derek Hesse, *Kamehameha's* commanding officer said. "It's something we do day-in and day-out, and my men work tremendously hard to make it happen. So, whenever we get an opportunity to show off what we do, it's very exciting to us."

The American ambassador to Jordan, William Burns, and Hesse received the king while the crew manned the rails. His majesty was given a tour of the submarine, meeting and shaking hands of crewmembers along the way.

"It's not every day that you get to meet a king," said Electronic Technician 3rd Class Curtis McIntire from Corsicana, Texas. "He's going to see the way we live, the way we work, and get a better understanding of what we are all about."

"I think the bond between our military forces is growing stronger, and this visit paves the way for further visits and cooperation between the American Armed Forces and the Jordanians," Hesse said. "We have worked with Jordan for many years and we both want to further those relations and strengthen those relations."

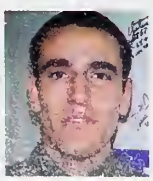
"*Early Victor* is multi-dimensional and involves a lot of Jordanian special forces as well as U.S. Navy, Army and Air Force personnel," LT Chap Godbey, *Kamehameha's* weapons officer said. *Kamehameha* was operating in the Middle East as part of 5th Fleet and is homeported at Pearl Harbor.

Story by JO2 Joseph Rehana, 5th Fleet public affairs office.

SHIPMATES



Mess Management Specialist First Class **Ken R. Bankson** from Galena, Kan., was selected as the 1998 Sailor of the Year for Naval Weapons Station, Seal Beach, Calif. Bankson is currently assigned as both Command Drug and Alcohol Advisor and Educational Services Officer as a part of the operations department aboard the naval weapons station.



Aviation Antisubmarine Warfare Operator 3rd Class **Shad Hernendez** of Helicopter Anti-Submarine Squadron 11, based at NAS Jacksonville, Fla., participated in a daring rescue at sea during Hurricane Floyd. Flying from the deck of the USS *John F. Kennedy* (CV 67), Hernendez helped pull eight survivors from the tug Gulf Majesty from the 50-foot seas and 60 to 70 knot winds of the storm.



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and a full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819

On assignment

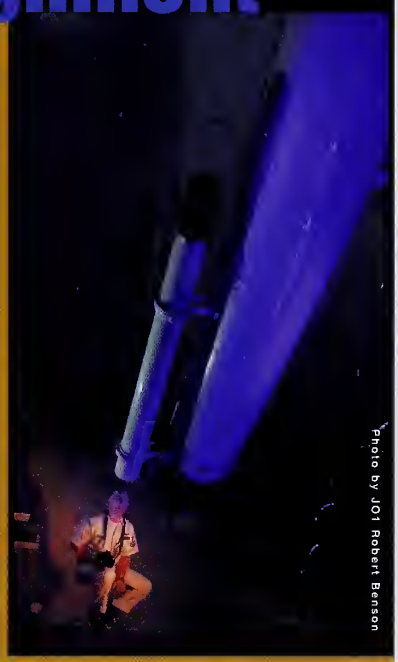


Photo by JO1 Robert Benson

"Never did I think I would have the opportunity to be looking at the stars like I did that night," said Photographer's Mate 2nd Class Jim Watson, who covered "The Time of His Life" story on Page 20. "And having the opportunity to photograph it while I was there was amazing."

The U.S. Naval Observatory, Washington, D.C., has some of the most intriguing history the area has to offer with artifacts and equipment dating back to the beginning of known astronomy. The 26-inch telescope Watson is looking through is now used mostly for planetary satellite observations and for determining the orbital motions and masses of double stars using a special camera known as a speckle interferometer.

Watson is the newest member of the All Hands team arriving from Syracuse, N.Y., where he spent a year completing the Military Photojournalism Program at Syracuse University.

Junior *McCain* Sailor becomes senior watchstander

After only three years of service in the Navy, Signalman 3rd Class (SW) Richard Justice of El Monte, Calif., received unanimous approval from a board of senior watch personnel to stand Officer Of The Deck (OOD) inport aboard USS *John S. McCain* (DDG 56).

"I'm trying to make myself visible; I want to make noise as an E-4," Justice said. "Every time I'm about to mess up, I remember this isn't for me, this is for my family. I take a step back and say, 'What are you doing, Richard? Is this going to benefit your family?' I step back in and try to make the right decision. You can't always make the right decision, (but) you should try."

Since "A" school at Great Lakes, Ill., Justice has tried a number of things. He completed his Enlisted Surface Warfare Specialist (ESWS) qualification as a seaman in 17 months. "I'll never forget the day I got my ESWS pin! I never knew that I could study that way. In high school, I never really put my mind to anything if it didn't pertain to sports, [so] getting ESWS was something that opened my eyes."

Justice is also a divisional training petty officer and the shipwide training assistant as well as the Junior Sailor of the Quarter for second quarter 1999. About his position as ship's training assistant, he said, "they gave half to me and half to STG2 Daniel Boyer. I [took care of] operations and engineering departments, and then Boyer gave it all to me. I'm the only non-leading petty officer allowed in the operations office, and every division has to go through me for their zone inspections."

Still, tackling OOD qualification was no easy feat. "A lot of people bring their [qualification books to watches] and they just joke around with it; but me, I said, 'I'm going to get OOD qualified.' I wanted to stand under instruction with senior personnel so their signature meant something. It was really hard for me to qualify. Then I took my test and I only missed one question.' The board was surprised!"

Like all officers of the deck, Justice had to go before an oral board after the written test. "I failed the first board, but three months later, I went to another



Photo by PH2(AW) Jim Watson

LCDR Will Fitzgerald, and his 4-year-old son Casey, met and briefly spoke with President Bill Clinton on the steps of the Pentagon, after the President signed the FY00 National Defense Authorization Act. The measure carries a 4.8 percent pay increase for all military members starting Jan. 1, 2000.

Around the Fleet

TIME CAPSULE

This month's past issues from 10, 35 and 50 years ago all touched base on the holiday season. They also emphasized business as usual within the Navy during the holiday season.



December 1989 – We looked at duty in Australia highlighting the Naval Communications Station, Perth. USS *Arleigh Burke* (DDG 51) was christened at Maine's Bath Iron Works and we gave Sailors a tour of the Pentagon.

December 1964 – Sailors around the world celebrated Christmas and we looked at the Navy's new weapon, the SUBROC: rocket, bomb and missile. We also told Sailors how they could apply for NASA's Space Program.

December 1949 – Carrier duty, WAVES overseas and Navy X-ray experts lined the pages of this historic edition. *All Hands* also reported on overseas living conditions and on mapping the terrain of the Navy's Alaskan Petroleum Reserve No. 4.

oral board and passed. They told me, 'From now on, you can stand OOD.'"

His self-assured attitude is balanced with a learned wisdom that he is quick to share with new Sailors just joining the Navy. "I tell these young deck seamen, 'Save your money, put your head in the books, don't argue with people; it's all going to work out for you. It's all reachable for you!' If I could do it, anybody could do it. It's all about setting goals for yourself, reachable goals. That's what the Navy is here for, opportunities."

His sacrifice doesn't go unnoticed. His chief, SMC(SW) Nelfreed McKay of Pageland, S.C., is thrilled. "Today's Navy expects a whole lot. It shows that we're getting good quality guys who take that extra step. It shows a lot of young guys, 'You can do what you want to do – you just have to reach up and grab it.'"

Story by FC2 Jonathan E. Scott, assigned to the public affairs office, USS John S. McCain *(DDG 56).*

BUMED announces new policy on corneal refractive surgery

The Bureau of Medicine and Surgery (BUMED) recently released new corneal refractive surgery physical standards and waiver policies for general accessions into the Navy and Marine Corps, as well as active-duty personnel currently serving in undersea/diving/special warfare, surface warfare and air warfare communities.

The Sept. 29 administrative message promulgates the first comprehensive policy established by BUMED concerning corneal refractive surgery to correct visual acuity that is worse than 20/20.

Refractive surgery is designed to reduce or eliminate the need for glasses or contact lenses. There are currently four types of procedures:

- Radial Keratotomy (RK),
- Photorefractive Keratectomy (PRK),
- Laser in-situ Keratectomy (LASIK) and
- Intracorneal Ring Implantation (ICR).

Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com

Under the new policy, all forms of refractive surgery are considered disqualifying for general new accessions into the Navy or Marine Corps, but can be waivered if specific eligibility criteria are met. Currently, PRK is considered the procedure of choice for such candidates, though other procedures may be evaluated for waivers on an individual case basis. However, for applicants seeking appointment in warfare communities, PRK is the only form of refractive surgery that will be considered for waiver at this time.

This new policy has the greatest impact on the Navy and Marine Corps aviation communities. Navy and Marine aviators will now join submariners and surface warfare officers in being able to obtain a waiver to undergo PRK surgery, although it will be on a limited basis initially.

For more information on eligibility and guidelines contact:

For general accessions: CDR L. Grubb at (202) 762-3482

For undersea/Diving/ Special Warfare: CAPT J. Murray at (202) 762-3449

For Surface Warfare: CAPT J. Montgomery at (202) 762-3466

For Air Warfare: CAPT C. Barker at (202) 762-3451

The DSN prefix is 762.

Story by LT Jensin W. Sommer, Bureau of Medicine and Surgery.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

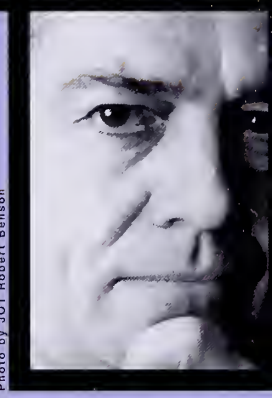


Photo by JO1 Robert Benson

Here are some questions from All Hands calls during the MCPON's recent visit to the Arabian Gulf:

Q: Where do we stand with the Navy's right-sizing/downsizing?

A: The downsizing is over. The Navy is like a company looking to hire top-quality people for upward-mobility positions. Sailors have started realizing the end of the drawdown by the increase in promotions Navywide. There are a lot of great Sailors who have stayed with us for several years awaiting promises of better promotions to come true. The rubber is meeting the road with the latest promotion cycles, and we anticipate it will stay that way. The Navywide average promotion rate was within a half of a percentage point of that required for a steady-state. There will still be small fluctuations in promotion numbers within ratings, but, in general, the current higher promotion numbers are expected to continue for most ratings.

Q: Are E-3 and below going to start getting sea pay any time in the near future?

A: I get this question a lot, and the actual name of sea pay is Career Sea Pay. It's an incentive to compensate career Sailors at sea. The Navy draws the line at petty officer and above for careerists. I genuinely understand that E-3s and below are working just as hard, and making the same sacrifices at sea as E-4s and above. If there was limitless money, I would be the first person jumping up and down to get sea pay across the board. The realities are that we have budget constraints. We would have to take away a big chunk of money from career Sailors' sea pay to pay seamen sea pay, and I'm not willing to support that. The answer to this is simple — study hard and get promoted.

Q: Why doesn't the Navy issue a profile sheet from the chiefs' selection board?

A: A profile sheet is nearly impossible for chiefs' promotions. There are just too many things that the promotion board considers to quantify them in specific categories. We try to make it as objective as possible, but bottom line is there is some subjectivity involved. That's impossible to eliminate. Sitting on the chiefs' promotion board is the hardest job master chiefs do. I'm going to try and push for a profile sheet on what the typical selectee's package looked like, but to tell 1st class petty officers what they were specifically lacking for promotion is impossible. The fact is virtually every 1st class selected is top-notch, and many 1st class petty officers not selected are also top-notch. The main advice I pass on to Sailors is to concentrate less on what they've got to get done, and concentrate more on excelling at the toughest jobs and taking care of other Sailors along the way. Make sure you push to lead, motivate and inspire Sailors under your supervision.

Speaking with Sailors **is a monthly column iniated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**



X-F

"People seeing BMX for the first time JUST SEE THE GUYS WITH tattoos & piercings

and think it's a rebel sport.

They don't get to see all the hard work that goes into learning the tricks of the mental and physical preparation that we have to get ourselves into." So is this guy, Cryptologic Technician Collections 2nd Class Tommy Board, a rebel? Judge for yourself; the words of this 24-year-old based at Misawa Air Force Base, Japan, are captured live in the next couple pages. We chatted with him – literally and electronically. We found he's "squirrelly" and can handle a "white zombie" or table top bar spin" with no problem. Read on ...

Story and photos by
JO1 Robert Benson

ACTOR

CTR2 Tommy Board flies Navy - literally. The 24-year-old daredevil races BMX bicycles on his off time, and recently competed in a grueling race in Louisville, Kentucky, where he and others gave new meaning to the word airtime.



Photo by Chieko Shinohe


KMC



ALL HANDS:
How long have you been BMXing?

BMX Tommy:
17 years ... Wait, 18 now!

ALL HANDS:
What do you like about the sport?

BMX Tommy:
When I first started racing, I loved winning the big trophies and trying to beat everyone. I loved going into the first turn elbow to elbow with seven other guys pedaling their brains out. I still love the competition, but now, riding a great set of trails with my friends in Louisville, Ky., and Japan is what I prefer. Another great thing about BMX is that you never sit on the bench! You determine how YOU do in a race.

ALL HANDS:
Do you think the general public understands the sport?

BMX Tommy:
I think with all the exposure BMX is getting from ESPN and the commercials, the general public is coming to realize that BMX, as well as skateboarding, are legitimate sports.

ALL HANDS:
How do people react when you tell them you ride BMX bikes (or race them)?

CTR2 Tommy Board, carrying the American flag, joins other representatives from each of the military branches to ride the "pace lap" while the National Anthem played at the beginning of the race.



One series of jumps on the race course proved to be especially challenging for many of the competitors. Few made it across without spilling. "Going over the bars head first during a practice session at the track was one of the scariest moments I've had," said Board. "I don't remember a lot of it." He pulled through with only a concussion.







Left: Airtime is not only measured in feet, it's measured in seconds.

Below: On the freestyle hills, competitors showed off airborne gymnast-like skills as judges and fans look on.

BMX Tommy:
The first reaction is, "Oh, you ride those little kids bikes?" Then I try to explain how much BMX has progressed since the 80s. Most of my shipmates reacted a little like that, but when they see some of the videos I have, they are shocked at what people are doing on BMX bikes now. But, I would have to say that most of the people in Misawa think I'm some kinda of fruit riding a BMX bike. I do have to admit that seeing a 28-year-old man on a BMX bike isn't an everyday scene. ...



Spills and chills–CTR2 Tommy Board loses control.





ALL HANDS:
What kinds of special words or phrases are associated with BMXing?

BMX Tommy:
Case or Casing: Coming up short on a jump. Doing a Leland: Wrecking. Dead Sailor: Coming off a jump stiff and awkward looking. Bar Spin: A trick where you spin your handle bars completely around in the air. White Zombie: Landing with one foot off the pedals. Squirrelly: Somebody riding out of control. Table Top: A trick where you crank the bars and lay your bike over to one side.

ALL HANDS:
What does your mother/family/wife think about your races?

BMX Tommy:
My mom and brother have been there since the start. My mom is a single parent and she did everything she could to support me. She freaked out when I jumped the 20-foot set of doubles at the 1984 World Cup in Nashville, Tenn., but she learned to cope and still comes to cheer me on. My wife was really surprised at how family oriented BMX racing was. She totally supports me riding. She's the best!

ALL HANDS:
Do you ever get scared racing or jumping?

BMX Tommy:
When I race, I get really nervous about doing good. I want to be out front and make my wife and family proud of me, so I'm more nervous than scared. When I go to a new set of trails and try to make it through the rhythm section or jump a big set of doubles, that's where I get scared. But, it's good scared, because when you make it through or clear those big doubles, you feel like you can accomplish anything!

ALL HANDS:
What's it like to jump so high in the air with your bike?



Above: Fans show their jubilation after a cyclist completes a long jump.



Left: Every now and then a competitor seriously "bites the dust."

A cyclist executes a "Leland" (BMX lingo for wrecking).

BMX Tommy:
An absolute blast! It's a rush that can't be described unless you do it and experience it for yourself. When I head for the launch, I get really excited, nervous, anxious and a little scared, but then, when I land, I feel this huge boost in confidence and elation.

ALL HANDS:
Describe what it's like to race real fast on a course with jumps, turns, and other racers.

BMX Tommy:
It's another adrenaline rush! The only thing that gets me is waiting in staging for my race. You really have to focus on YOUR race, but I usually end up getting nervous and I have to use the restroom really bad, but as soon as that gate drops, all that energy released and it rushes through your body!!! Going into a turn elbow-to-elbow, or jumping side-by-side over a big jump is super fun.

ALL HANDS:
What's the craziest thing you ever did?

BMX Tommy:
Jumping over and through a wall of fire! There was an old Christmas tree we set between a set of doubles, and I jumped through it. I burnt off my eyebrows though! (LOL)

ALL HANDS:
What's the scariest moment you ever had while riding?



The fine art of a "White Zombie": Landing with one foot off the pedal. Here the rider prepares to land – inadvertantly – with both feet off the pedals. A double White Zombie??



Right: As a kid, CTR2 Tommy Board would drive off a ramp into a river in his backyard in Lousiville, Kentucky. Little has changed today, as Board takes a flying leap off his mother's dock.

BMX Tommy:
Going over my bars head first during a practice session at the track. I don't remember a lot of it, but my friends said I was walking around acting a little funny. They took me to see the EMT and called the ambulance. All I do remember was them cutting off my favorite Chicago Bears T-shirt and having this crazy dream that President Bush was my grandfather. When I came to, I thought the doctor was going to tell me not to race, but he said that I had a concussion and I needed to take a few weeks off, but I would be able to ride again!

ALL HANDS:
Do anything else to keep fit?

BMX Tommy:
I'm real serious about my health! I'm in the gym Monday through Friday, stair climbing for 45 minutes and then lifting. I scored a 294 on the PRT.

ALL HANDS:
What's the coolest thing you ever did?

BMX Tommy:
1. Representing the Navy at the NBL Grand Nationals and leading the parade lap while the national anthem was being played. 2. Winning the Grand Nationals in 1986. 3. Being interviewed on Japanese TV. Never in my wildest dreams did I ever think I would be on Japanese TV!

ALL HANDS:
What's your favorite kind of music?

BMX Tommy:
Emo, hardcore and some 70s stuff. I'm really big on Elliot and Hankshaw right now.

ALL HANDS:
What are your future plans in Navy?

BMX Tommy:
I would love to stay in and represent the Navy at more BMX events. I had some friends freak out when they found out that I wasn't on a ship. And when I explained to them that Sailors aren't always at sea and some of us get stationed on shore commands, they just lost their minds! They also flipped when they found out that our ships are co-ed now! I would love to show people that the Navy is a great place for opportunities and that you don't have to give up your hobbies when you join.

ALL HANDS:
Later dude.

BMX Tommy:
Peace.

Benson is a photojournalist assigned to All Hands

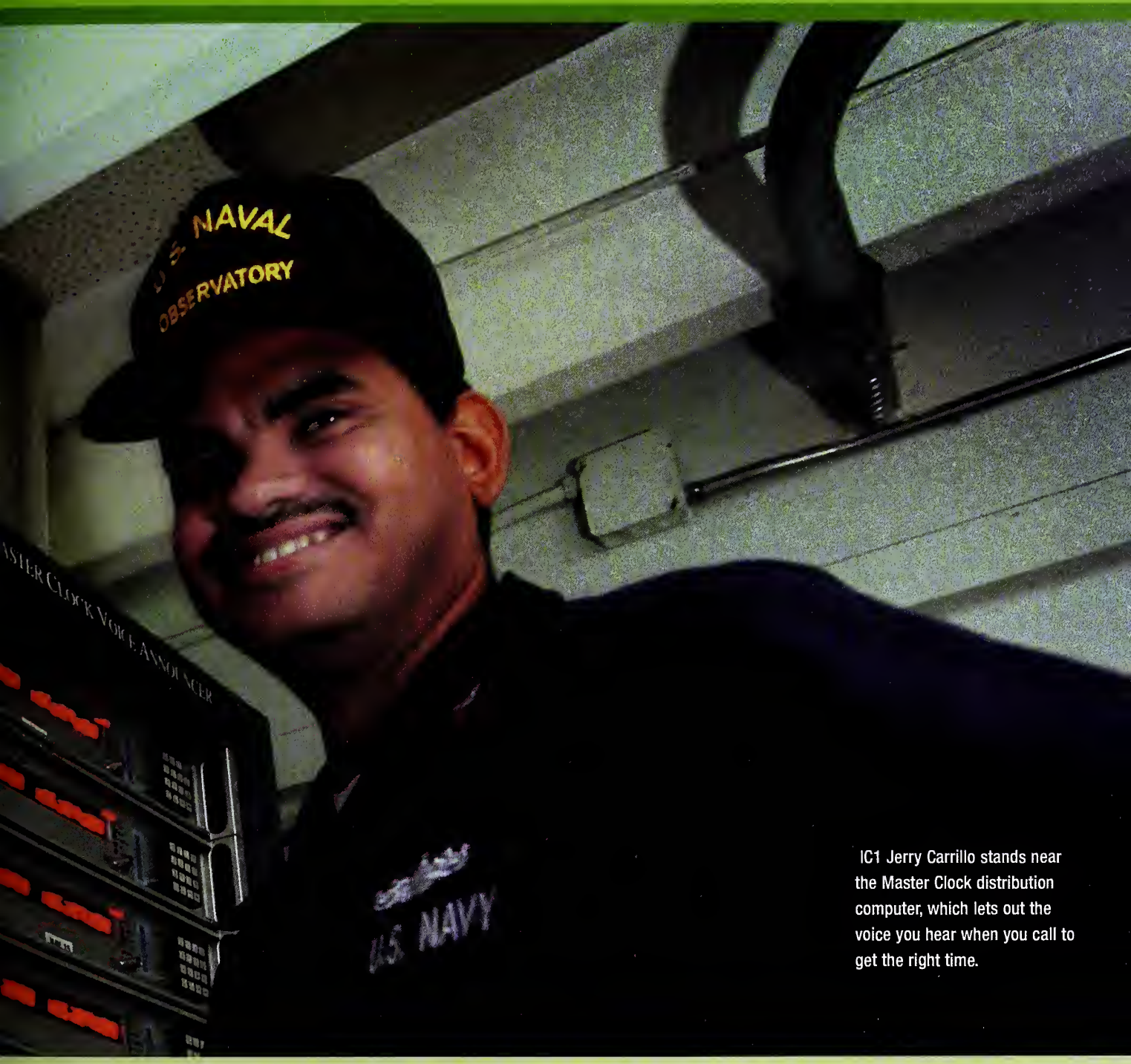


www.mediacen.navy.mil



Having the TIME of his life

Story and photos by PH2(AW) Jim Watson



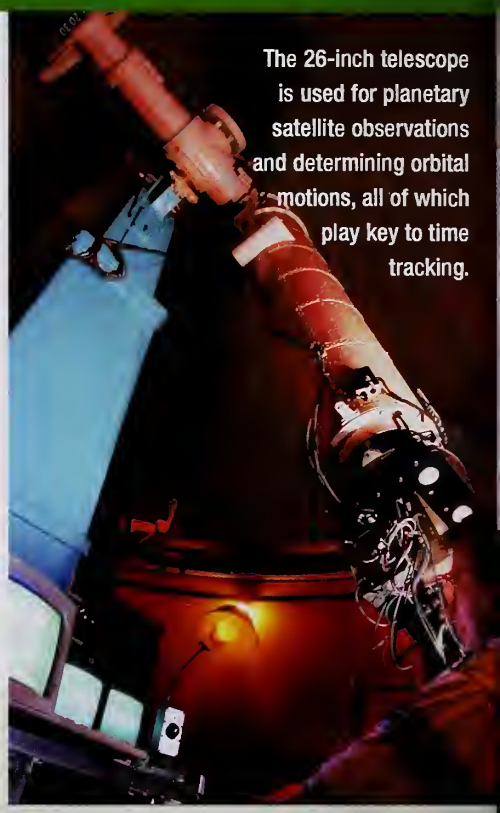
IC1 Jerry Carrillo stands near the Master Clock distribution computer, which lets out the voice you hear when you call to get the right time.

Ever wonder when time began? It's a perplexing question that many of us would never think twice about. Who cares when it began, right? We take that stuff for granted. There is never enough of it, and it's always passing way too quickly. Why should we be concerned with where time came *from* when all we want to know at the end of the day is where it *went*? There's one person who has answers — his name is Carrillo.

Interior Communications Electrician 1st Class Jerry Carrillo may not know where *your* time went, but he knows where his goes. At least eight hours of it goes to the U.S. Naval Observatory (USNO), Washington, D.C., five days a week ensuring we will all have a reference point when someone asks, "What **time** is it?"

Carrillo, along with other employees at the observatory, is responsible for whether you are late to work, early for an appointment or even when your favorite show comes on television. Carrillo is the observatory's computer specialist and plant cable manager and this puts him in charge of all the fiber optic cables at the observatory. These cables and computers disseminate time.

"It's the best duty I have ever had," said Carrillo. "I am getting training here that is unavailable in the fleet, and it's allowing me to work outside my field just a little."



The 26-inch telescope is used for planetary satellite observations and determining orbital motions, all of which play key to time tracking.



IC1 Jerry Carrillo adjusts the 12-inch refractor telescope at the observatory's main building.

After a tour in the Persian Gulf onboard USS *Seattle* (AOE 3), Carrillo was given his choice of duty. He chose the Naval Observatory and reported in October 1996.

The observatory has more than 50 operating cesium frequency standard clocks that are used to steer and average the Master Clock, which is what is known as a hydrogen maser.



Left: IC1 Jerry Carrillo does a routine check on one of the computers connected to the Master Clock. Carrillo is responsible for all the fiber optics connected to each of the computers.



The Naval Observatory, Washington, D.C.

These clocks keep what is known today as atomic time. Atomic time is a product of experiments conducted in 1958 that concluded atoms have resonance, meaning each chemical element has its own frequency or echo which can be measured, and is inherently stable over time and space.

What does this mean? Well, the time measured and kept constant at the observatory is so accurate it's off no more than one billionth of a second each year.

"The time kept by these clocks is constant to within one nanosecond (one billionth of a second) per day," said Mihran Miranian, the observatory's Deputy Director of the Time Service Department. "The master clock's time is so accurate, it's the basis for the Global Positioning System used by the military and civilians alike for navigation."

A time ball, a new piece of equipment recently installed at the observatory similar to the legendary time ball of New York City, will be dropped on New Year's Eve at the order of Secretary of the Navy Richard Danzig.

It will create "a time signal by which the beginning of the years 2000 and 2001 may be made known to the inhabitants of the city of Washington, D.C., and the United States," Danzig said.

As the ball descends, it will trigger a cannon shot and a fireworks display to signal the event for all of Washington to hear and see.

The very first American time ball was dropped at the Naval Observatory in 1845 by order of then-Secretary of the Navy John Y. Mason.

The observatory was founded in 1830 as the Depot of Charts and Instruments. Determination and dissemination of time has always been an essential part of the Naval Observatory mission. During the last 170 years, time clock technology has evolved from precision pendulum clocks to quartz crystal clocks to the present hydrogen maser and cesium-beam atomic clocks.

So the next time you're late for muster, you can blame all the scientists who formulated the equation that brought us time as we know it today. Or you can blame IC1 Carrillo. But remember, he might not have time to listen.

Watson is a photojournalist assigned to All Hands.



Underway on New Year's Day

DAYS	HOURS	MINUTES	SECONDS
30	16	29	59

Y2K TESTING PROCESS GETS THE FLEET READY FOR 2000

Well, it's December and the new year is just around the corner. Even with the festivities of the holiday season, one may feel a twinge of uncertainty this year, considering all the hype, both positive and negative, about Y2K.

During the past year, All Hands has provided substantial information about Y2K. We've run a column each month called "Y2K and You" which addressed Y2K questions from Sailors. We've told you about websites where you can find reliable information on preparing for the New Year. In this edition, we are also including a brochure on Y2K readiness that you can remove and use as a quick reference.

But while we've talked a lot about practical applications, we haven't spent as much time covering the operational millenium side of Navy Y2K preparedness.

What if you are deployed on New Year's Day? What if you are part of a battlegroup operating overseas in the Mediterranean or Persian Gulf? What should you expect?

The Navy and Marine Corps developed a comprehensive Y2K testing and validation plan in June 1998 to check the readiness of all Y2K-vulnerable systems. This plan established a three-level approach to attaining Y2K readiness, and since then, the fleet commanders have carried out comprehensive Y2K testing and evaluations on every system imaginable.

All Hands recently had the opportunity to "cyber chat" (what else!?) with LT James Mills, CINCPACFLT's Y2K testing officer and director of their Battle Group Systems Integration Testing (BGSIT). Mills is the point man for all Y2K testing and validation in Pacific Fleet, and in the past year, he has been busy. We wanted to know how ships, aircraft and submarines are preparing for Y2K, so who better to break it down for us?

Q: How long ago did CINCPACFLT begin systems validations for Y2K?

A: Active planning began in June, 1998, but the first comprehensive, at-sea Y2K operational validation didn't take place until February 1999 with the Task Force.

- The first level (Level I - System Y2K Testing) is laboratory testing of each system by program offices.
- The second level (Level II - Functional Y2K Testing) tests interoperable systems (i.e., testing the *Aegis* Weapon System (AWS) with the *Tomahawk* Weapon Control System (TWCS) and the Global Command and Control System Maritime (GCCS-M)). Only systems dependent upon other systems' data are tested in Level II. Both Level I and II "test" systems for approximately 27 Y2K-related problems (Y2K roll-over, leap day, etc).
- The third level (Level III - Operational Validations and Joint OPEVALs) focuses on validating system performance while operating at sea. This is not testing in the normal sense, but rather verifying that units can complete their missions in Y2K. Y2K operational validations are conducted during a two week stressed at-sea period for each deploying battle group by the CINCPACFLT and CINCLANTFLT Battle Group Systems Integration Testing (BGSIT) Teams. Inport Y2K fast cruises are conducted to evaluate systems that do not require underway operations. The validations and joint operational evaluations look at performance during New Year's and Leap Year 2000 - the windows considered most critical to combat systems, C4I systems, and weapon systems.

Q: Describe preparations for validating a battlegroup.

A: Pacific Fleet validations have included battle groups (CVBGs), amphibious ready groups (ARGs), a command ship, associated marine expeditionary units (MEUs), and PACFLT Middle East Force ships. We also included U.S. Coast Guard



LT James Mills, CINCPACFLT's Y2K testing officer and director of their Battle Group Systems Integration Testing (BGSIT).



cutters, Canadian navy units deploying with our battle groups, aircraft such as P-3s and UAVs, communications centers, CINCPACFLT Headquarters, and supporting mission planning and intelligence centers. This involved 160 different naval commands.

Preparations include:

- verifying the system configuration of the task force by knowing what Y2K vulnerable systems are onboard
- ensuring system program offices complete all required system Y2K fixes or upgrades (a system can't be validated if the compliant version is not onboard)
- assembling a team of experts to conduct the operational validation and assist the crew in other areas, such as interoperability evaluations and training
- developing a comprehensive validation plan and schedule of events
- scheduling all BG, ARG, PAC MEF, MEU and ashore assets to synchronize C4I systems, and developing and coordinating a logisitics plan for a 200-member BGSIT Team.

Q: What does the validation process for a battlegroup entail?

A: The validation process is a series of comprehensive BGSIT Final Integration Tests (FIT) to determine task force interoperability. We have personnel prepare each system to be advanced into Year 2000, then we advance all Y2K vulnerable system dates into 2000 in a specific sequence. We monitor systems for proper Y2K operation, then re-execute BGSIT final integration tests to check system performance. Finally, we restore systems to the real 1999 date and confirm proper operation.

Q: How long does it take?

A: The Final Integration Testing (FIT) period, which is normally conducted on deploying units, takes approximately one week and is typically done during at-sea training. The operational validation period takes approximately seven to nine days in order to prepare systems and then advance them into Y2K, monitor system performance, and restore systems to the real date.

Q: About how many manhours does it take to validate a battle group?

A: It took the 200-person CINCPACFLT BGSIT Team approximately 6.8 people years of time to conduct the two-week Y2K operational validation event within the USS *John C. Stennis*/USS *Bonhomme Richard* Task Force. The other task forces required similar effort. This does not include the time spent by the 10,000 personnel within the task force as their time focused on conducting training events such as COMPTUEX and carrier qualifications.

Q: What does it mean to say a battle group is Y2K compliant? Are all systems 100 percent ready, or are there possible glitches that could still show up?

A: It means all required Y2K system fixes/upgrades have been installed and validated. Based on results to date, all Y2K vulnerable systems work. There are some minor glitches such as display problems that do not effect system operation. For example, some systems might have a date stamp of 1900 or 19A0 instead of 2000, but will work fine. There are also some minor nuisance Y2K-related anomalies such as a messaging system not working on 29FEB00 but working on 28FEB00 and 01MAR00. In each case, either the software or hardware has been fixed by our systems commands or a work-around advisory has been issued. The bottom line is that our deploying units are 100 percent mission ready for Y2K.

Q: How will the Pacific Fleet be doing business on New Year's Day?

A: Pacific Fleet and the rest of the Navy will be doing business just like any other day. We have confidence in the testing/validation plan. The Navy has developed a comprehensive Y2K consequence management plan that provides contingency plans for each mission critical system, continuity of operations plans for each mission area, and the ability to tailor operational readiness to meet any unexpected Y2K challenges. Based on all the work the Navy and Marine Corps have done this past year, the Navy's change to the year 2000 is expected to be a non-event.



FC2 Kyle Sanders, a Jacksonville, Fla., native, takes a closer look at a scan converter before doing routine maintenance. This system provides tactical video for the ship's command center.



RM2(SW) Derrick M. Bagley, of Augusta, Ga., checks his extremely-high frequency equipment to make sure all networks have a clear signal. Bagley works in JFK's communications department. "When we turned the date, things went right as planned," he said.

The Day the Clocks Rolled ...Forward

Story and photos by JOC(SW/AW) Michael R. Hart

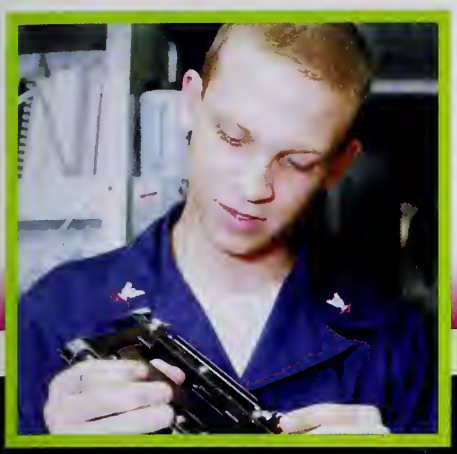
Midnight, July 7, was fast approaching. Sure, it was still a few days away, and after preparing and testing systems for more than a year, the moment of truth seemed just over the horizon.

As USS *John F. Kennedy* (CV 67) completed a port visit and departed St. Maarten July 6, the crew's anticipation grew as the hour drew closer. The *Kennedy* Battle Group participated in Battle Group System Integrated Testing (BGSIT). During the testing, Sailors joined tech reps from around the country, testing the carrier's major systems — weapons, combat, radars, aviation support, aircraft systems and missiles, to name a few — before venturing forward into the year 2000.

They would meet their destiny on this muggy, clear night steaming in the Caribbean, completing the last stages of *Joint Task Force Exercise 2-99*. Tensions rose as many months of work and preparation on a multitude of equipment was about to be evaluated. If the meticulous testing and retesting during the last year or so was the regular season, then tonight was the Super Bowl. Literally hundreds of *Kennedy* Sailors worked with their civilian counterparts during the year to ensure a smooth process and (hopefully) only a few headaches on this warm breezy night in the Caribbean.

With the ship headed back out to sea, Sailors monitored and maintained their workstations — business as usual as the countdown to midnight began. Even after all the hard work, there was not 110 percent certainty. "There was a little bit of anxiety," said Intelligence Specialist 2nd Class Brent D. Pfeiffer, a Strike Fighter Squadron (VF) 86 Sailor working in *Kennedy's* carrier intelligence center (CVIC).

Pfeiffer and his shipmates tried to make the day as routine as possible. It went something like this:



FC3 David Acton, a Jemison, Ala., native, works on a scan converter, which provides radar sweeps for operator consoles in the carrier's combat direction center.



Acton also performs preventive maintenance on an embedded processing system (EPS). This system provides tactical video for the ship's command center.



Acton gets some help from FC2 Kyle Sanders, a Jacksonville, Fla., native, while performing preventive maintenance on an embedded processing system (EPS).

0645

Pfeiffer relieves the watch.

0715–1845

Pfeiffer, a Sullivan, Mo., native, gives various intelligence briefs and monitors equipment such as the TAMPS (Tactical Automated Mission Planning System) and TOPSCENE (Tactical Operations Scene), two sophisticated systems designed to upload strike missions to fighter aircraft and allow pilots to rehearse their mission before actually flying. Pfeiffer played a key role in having all CVIC's high-tech equipment (such as TAMPS and TOPSCENE) move forward to the year 2000 successfully.

1845

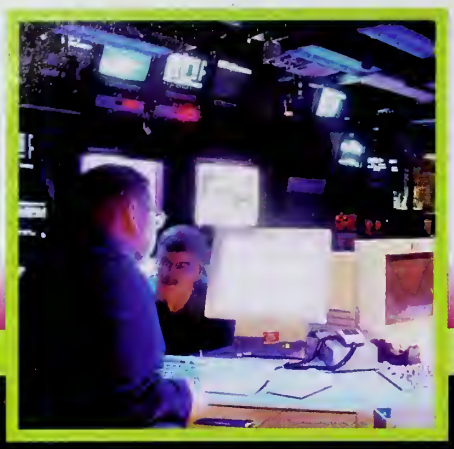
Radioman 2nd Class (SW) Derrick M. Bagley, an Augusta, Ga., native, reports for watch in Combat Systems' CS1 Division and receives his turnover. He spends the majority of his watch processing message traffic and monitoring satellite equipment of various capabilities – ultra-high, super-high, extremely high and the associated automated digital networking system. His confidence that things will go as planned grows as the night gets older. "It'll run smooth," he said, "just like any other year. Software is working as anticipated."

2350

The moment of truth is near. "I was anxious," Bagley admitted. "I was hoping there weren't going to be any problems."

2357

Bagley grimaced as he thought about the consequences of his equipment's brain going back to yesteryear. He said battle group interaction revolves around the carrier's satellite communications capabilities. "Without communications, we wouldn't be able to do our jobs. We are the focal point of communications," he said. "We have to be up and functional."



The Combat Direction Center aboard USS *John F. Kennedy*, the brain of the carrier, is home to many tactical and war-fighting systems.



SK1(SW/AW) Mark DeMont, a Jacksonville, Fla., native, checks the Master Stock Locator Listing (MSSL) for supplies. The MSSL gives storekeepers information on shipboard supplies such as stock number items, card numbers and the quantity actually on board. Storekeepers use this form when the SUADPS (Shipboard Uniform Automated Data Processing System) goes down.



RM2(SW) Derrick M. Bagley, an Augusta, Ga., native, ensures all units are functional on the Navy EHF Communication Control (NECC) system. The system is cleared for Y2K.

2359

The time arrived. At *midnight*, all systems will be advanced to Jan. 1, 2000. Fifteen seconds to go ... 10, nine, eight ... three, two, one – Blip.

MIDNIGHT

New millennium.
No huge meltdown.
No smoke.
No sparks.
No humming computers with systems shutting down.
Nothing.
Business as usual, and according to many Sailors, it's no big surprise.

"AIRLANT conducted a survey to determine what equipment needed upgrades or replacements in the summer of 1998," RMC Terrence L. Marshall, ADP leading chief petty officer said. "Planning was essential," he added, reaching in his desk drawer to pull out a pinch of spread sheets. As Marshall spoke, he separated the spread sheets into mission critical and mission support systems which were inspected in 1998 and 1999.

"We had specific dates when software would be installed, tested and completed," Marshall said. Sailors did most of the installations with the civilian "subject matter experts, folks who actually wrote the programs. Programmers began upgrading software years ago. Everything circled around some type of software," the Jacksonville, Fla. native said.

Many personal computers were also installed throughout the carrier. "They have more functionality, greater Internet



This scan converter provides radar sweeps for operator consoles in the combat direction center. This system was checked for Y2K compliance by Kennedy technicians and civilian technical representatives from around the country.



IS2 Brent D. Pfeiffer, a VFA-86 Sailor who works in JFK's carrier intelligence center, works on the TOP SCENE, a program which allows pilots to fly a mission on computer before actually doing it in the air. "Testing the system before the actual date [of the New Year] makes me confident. I feel confident — as an operator and from the technical side and as an operator."

access and they're faster," Marshall said. "Many of the computers were installed specifically for Y2K."

Marshall said he couldn't begin to put a figure on the amount of money saved because of work done by *Kennedy* crewmembers. "Monetary savings are immeasurable, astronomical," he said, leaning back in his chair.

"It was a joint effort between contractors and Sailors." Bagley is one of those Sailors, monitoring his systems with a tech rep, waiting for the clock to strike 12. He's confident that the long hours of testing will make the actual rollover a non-issue. "If we hadn't had this trial run, there would have been nervousness and chaos [on the actual day]," he said. "We wouldn't know what to expect."

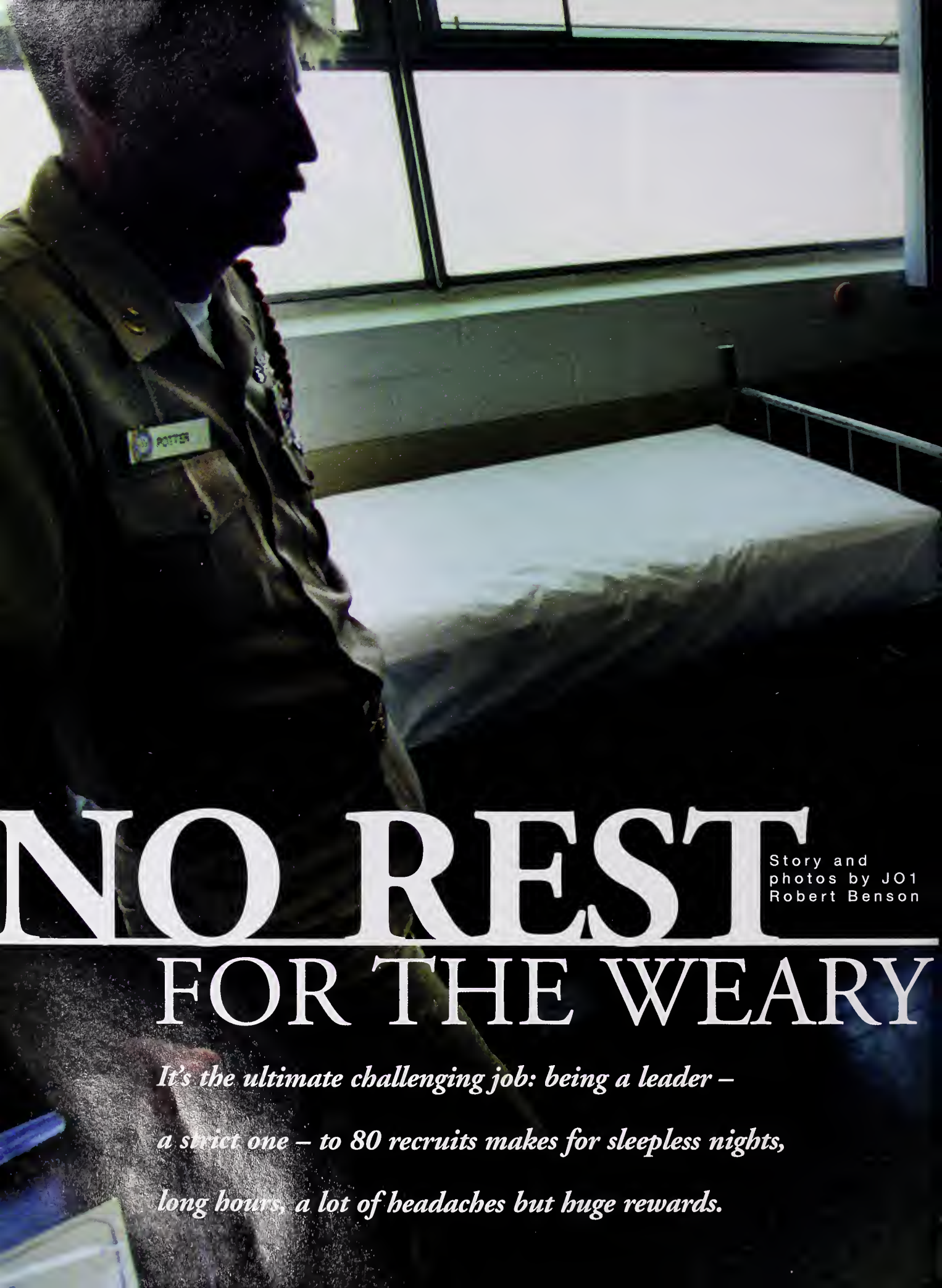
Supply department Storekeeper 1st Class (SW/AW) Mark DeMont knows what to expect when the big day arrives, but Jan. 1, 2000, will be the second time around the block for the Jacksonville, Fla., native and his supply department comrades. Their clocks first rolled on the new fiscal year (Oct. 1).

One of supply department's major concerns is the SMARTS (Ship's and MALS Automated Reconciliation Tracking System). It allows storekeepers to process monthly charges and credits automatically – pretty important for a floating city. DeMont's specific programs revolve around the SUADPS program, which is used to order materials for the ship. He manages the program.

"We could still do our job if it went down," he said, "But we wouldn't be as effective or efficient." *Kennedy* operated in the year 2000 for three days, checking and double-checking all of its systems, according to Marshall. "It improves our confidence … if we enter war, weapons can still launch and jets can still fly," Marshall said. "It's a good feeling the ship will be able to meet its mission," DeMont said. "We've been given a clean bill of health, and we'll operate smoothly into the new year."

Currently on a Mediterranean Sea/Persian Gulf deployment, *Kennedy* will be at the "tip of the spear," watching the clock, as the new millennium rolls in. Plans have been set and preparations made for the historic event, earning *Kennedy* the title, "Carrier of the New Millennium."

Hart is a journalist assigned to the public affairs office, USS John F. Kennedy *(CV 67).*



NO REST FOR THE WEARY

Story and photos by JO1 Robert Benson

It's the ultimate challenging job: being a leader – a strict one – to 80 recruits makes for sleepless nights, long hours, a lot of headaches but huge rewards.



He was up until midnight the night before, awoke at 3 a.m. this morning and won't get home until 10 p.m. tonight; that grind begins to wear on Recruit Division Commander AO1(AW) Michael Lucas, at Great Lakes, Ill., and his partner, MMC(SW/AW) Scott Potter. "Sometimes you have to go without sleep, especially during P-days [in-processing] or if one of your partners gets sick," Lucas said.

A block away on this moonless night you can hear it. Inside barracks 1126 you can feel it. And on the third deck, standing next to the recruit who is getting screamed at, you can fear it.

Fear – that's exactly what it is: Look in the eyes of the recruit who is caught in the gale – the fury and wrath — of Aviation Ordnanceman 1st Class(AW) Michael Lucas' thunderous voice as he screams an inch in front of his nose, massaging the recruits innards with his bellow. You can sense the fear. The recruit trembles, sweats, swallows hard, and darts his eyes to avoid contact with Lucas.

"THIS WILL NOT HAPPEN AGAIN!" Lucas screams. The words pass through the recruits' skull, ricochet off the barracks wall and echo throughout the barracks.

Lucas pauses for effect, looks the recruit dead in the eye and stares him down. Two seconds pass. Three. Four. The clock on the wall strikes 11 p.m.

For the recruit at attention, time slows. Anxiety ensues. Perhaps for the first time in the 18 year-old's life, he's scared. So are the 80 other Navy newbies, frozen in the "at attention" stance, silently praying they're not next.

Lucas' presence is commanding, his leadership flawless and his discipline severe. "Don't upset the Division Commander," note the recruits, now in their fourth week of boot camp.

They know that Lucas is one of the top Recruit Division Commanders (RDCs) at Recruit Training Command, Great Lakes, Ill. They also know there isn't anyone Lucas can't handle: "I've had everything from crazy to angry recruits and haven't been stumped yet," he claims, in a perpetually hoarse voice.

That holds true on this night as his leadership shines. The face time, or "chewing face" as Lucas calls it, leaves the bewildered recruit trembling. With a "CARRY ON," Lucas confidently marches into the front office. "I don't think we'll have a problem with that anymore," he happily tells his partner.

Some yawns, paperwork and a solid four hours of sleep await him. He'll be back here tomorrow, in the barracks, at 3:30 a.m.– as the father figure for some 80 recruits. The vigil to shape and mold civilians into Sailors is never-ending.

After two hours of exercises in an obstacle course, AO1(AW) Michael Lucas forms his division into ranks and prepares to march them back to the barracks.

As the wee hours of daylight bathe the recruits in the courtyard doing pushups the next morning, they must wonder if all Navy RDCs are really that "tough." Lucas insists he isn't, although he made his own son do pushups for saying something wrong once. "I don't consider myself hard, but I do require my recruits to have military bearing and give 100 percent while they are here at boot camp. If that makes me seem hard, then I guess I am." Lucas said when he takes on a new division, the recruits are scared of him. "But after they have been around you and know what you expect, they learn to respect you and that's better than fear."

That respect has helped Lucas "push" (graduate) eight divisions in the three years he's been at RTC Great Lakes. And

now with record numbers of recruits flooding into boot camp, Lucas' job is all the busier. Where he used to have a short break between graduating one division and taking another one, now there is none.

"This job can really drain you mentally and physically, especially in the beginning part of boot camp, during in-processing," Lucas said. What traits should a good boot camp RDC possess?

"You have to have a lot of support from your spouse and family to be here because of the amount of hours and changes that you have to go through," Lucas said. "You need to be able to handle stress, because sometimes this job can bring out the most stressful situations. You also have to be self-motivated and want to be here. I'm the first impression the recruits get of the Navy so I need to be someone they can look to for guidance."

Lucas' father was his hero. He lives by the words Honor, Courage and Commitment, and he said he treats others like he would want to be treated. His favorite quote speaks volumes about his character: "Adversity introduces a man or woman to him or herself."

Give Lucas adversity: the Great Lakes snow storms, the sub-zero temperatures, the blistering summer heat and you'll see a 35 year-old who not only found himself, he downright collided with it.

"PUSHUUUUUP POSI-TIOOOOOOON!" Lucas yells. Instantly, 160 recruits – two divisions, comply. An hour into morning calisthenics and not even 5 a.m. yet, Lucas' yellow shirt is soaked. Below the recruits, small pools of sweat indicate the amount of effort they're giving. Lucas walks around as the recruits shout their movements in unison at the top of their lungs. If he sees improper form, he corrects it, lying on the deck next to the recruit if necessary, and showing by example the proper way to do the exercise.

But what's this? Is he correcting the

"This is the No. 1 leadership position in the Navy because you are taking recruits with no military experience and training them to be Sailors. Not one job that I've had compares to this. As a supervisor you get more in one eight-week period than you get in a four-year tour."

–AO1(AW) Michael Lucas



Left: To demonstrate the effectiveness of gas masks, recruits are enclosed in a room and exposed to a safe, but cough-inducing gas.

recruits by talking to them instead of yelling at them? Indeed he is; boot camp isn't all fierce discipline. "A lot of these recruits do not have a male role model in their life until they come here, so sometimes they do look at you like a father figure," said Lucas. "The way RDCs conduct ourselves is better today than it was before. Today at boot camp, the quality of leadership is outstanding. When I went to boot camp, my company commander could almost get away with murder. It goes back to what was coming in at the time; for many then, it was boot camp or jail."

Lucas said the change from civilian to Sailor is the hardest thing recruits do today. "Recruits bring with them all the bad habits from home. The transition is made harder because they have a hard time losing habits or controlling them."

So, in step people like Lucas, father figure, leader, mentor. With a lemon to keep him from becoming too hoarse, he projects those qualities through his thunderous voice.

"YOU BETTER NOT GIVE UP!!" He shouts to the recruits, now in their final week of boot camp, marching through the streets of recruit training command.

It's 9 a.m., and last night the recruits didn't sleep a wink. Instead, in this final test before graduating called "Battle Stations," the recruits pushed themselves like never before, through 12 straight hours of obstacle courses, classroom instruction, exercises, more exercises, followed by even more exercises.





After failing to fall into a line quickly enough, a recruit is pulled aside and gets a "talking to" from Lucas. "After explaining something 100 times you tend to get upset at the recruits when they do what you have told them 100 times not to do," said Lucas. "Sometimes you have to use one recruit as the example and chew his butt out in front of the division for doing something wrong. The recruits remember this and say, 'I don't want that to happen to me, so I'll remember what he did wrong.'"

With some encouragement from AO1 (AW) Michael Lucas, recruits push a little harder to help a recruit up a pole at an obstacle course.









They ran. They swam. They cried, they moaned and they ached.

Through Battle Stations – a test designed to make the recruits strong – is Lucas leading the way, looking stronger than any of the teenage recruits.

"Battle Stations is what they came here for, they have finally completed all of the mandatory training at boot camp and the tension from the last eight weeks finally gets released. I think as an RDC, the completion ceremony at Battle Stations is the most exciting thing the recruits experience here. They are to the point of exhaustion, and their emotional level is high when they receive their Navy ball cap that signifies they are no longer recruits. Most of them get tears and at that point you know that they are proud of themselves and their country."

It may seem natural for Lucas to ease his military bearing as the tears flow freely among recruits, but instead he bumps it up a notch.

"THERE WILL BE NO HUGGING! REMEMBER, YOU ARE IN THE MILITARY!"

He congratulates each Sailor in his division with a firm handshake. Days later he does it again as the group boards a huge bus destined for the world. And in another few hours, another division of 80 civilians will arrive and be placed under Lucas' care. Like the group before them, they too will learn the humiliation, strengthening and power that one word – screamed with awesome intensity from lungs designed for leadership can have:

DROP!

Benson is a photojournalist assigned to All Hands.

Editor's note: *Congratulations to AO1(AW) Michael Lucas, who was advanced to AOC after this story was written.*



The days begin at the crack of dawn, sometimes before. Here at 4:30 a.m., Lucas leads two divisions in morning calisthenics. He keeps a sharp eye on the 180 recruits, even as he exercises, to ensure everyone is participating. "I do require my recruits to have military bearing and give 100 percent while they are here at boot camp," Lucas said.

Pushing th



The F/A-18 is just one of 16 types of aircraft used by the school to teach the students test and evaluation procedures.

Teaching the skills that test the boundaries

Envelope

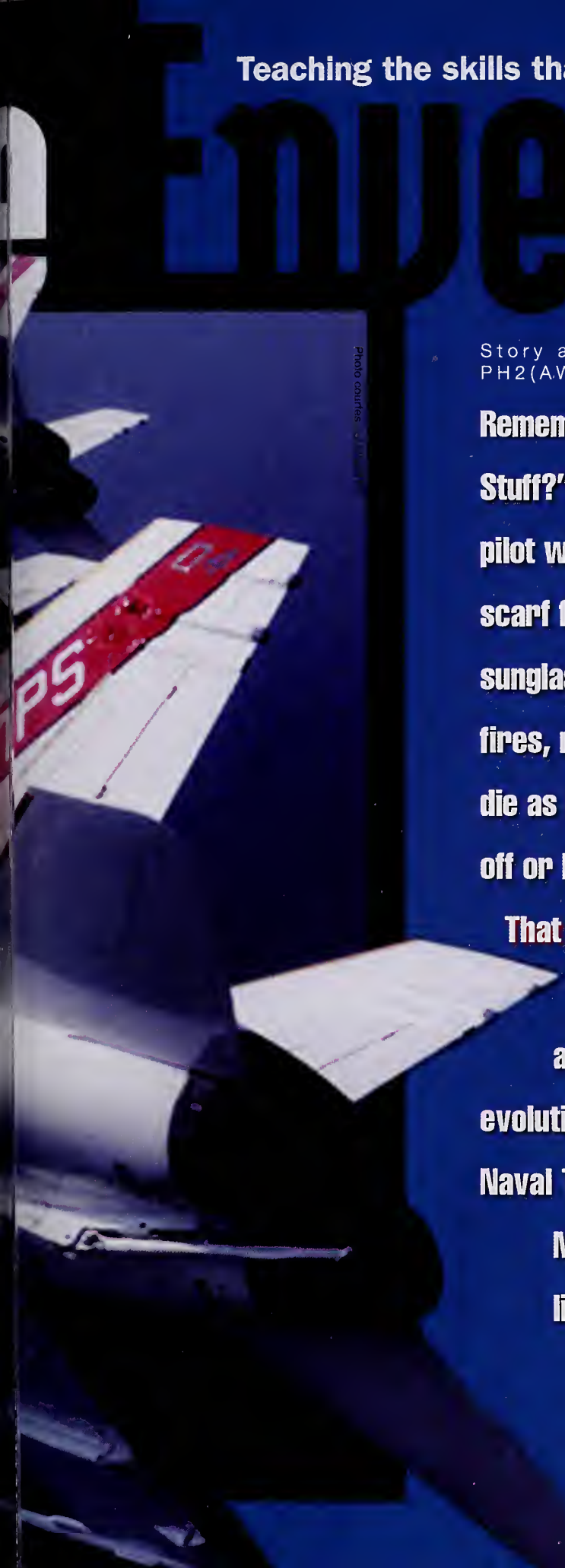


Photo courtesy of [illegible]

Story and Photos by:
PH2(AW) Jim Watson

Remember seeing Chuck Yeager in "The Right Stuff?" The stereotypical character of a test pilot walking down the runway to his plane, scarf flapping in the wind, wearing cool sunglasses, kicking the tires and lighting the fires, never concerned if he is going to live or die as he pushes his aircraft until the wings fall off or he breaks the sound barrier.

That stereotype is yesterday's news.

Today's test pilots are highly-trained aviators with safety playing key in every evolution and test they conduct. And the U.S. Naval Test Pilot School, NAS Patuxent River, Md., is where they learn how to push the limits of today's high-tech aircraft.

A pilot flies an F/A-18 trainer in formation with two other aircraft.



Above: LT Mark Stoops, a fixed-wing flight instructor for USNTPS, demonstrates the use of the flight simulator in order to familiarize the students with flight test techniques and other test procedures.

"Being a test pilot is the number one opportunity to effect change," said CDR Bob Stoney, executive officer for USNTPS. "Today's pilots are safer, leaving behind the stereotypical attitude of the unruly test pilot seen in the movies."

Believe it or not, the first test pilots for the Navy were not trained to do so. In fact, it wasn't until after World War II that the Navy and CDR Sydney Sherby began formally teaching fleet pilots the skills they needed to successfully test and evaluate the military's rapidly growing flying community. In the beginning the school was limited to fixed-wing aircraft, but has adapted to meet the needs of rotary wing aircraft and airborne systems.

The school now accepts a diverse community of students from every branch of service, as well as civilian engineers and foreign exchange students. Students who are accepted to the school are typically, but not limited to, engineering and science majors, have been through two operational deployments and have more than 1,000 flight hours.

"The diversity of the students helps," said Chief Flight Instructor CDR Dave Culbertson. "We are very team oriented, teaching the students that they are part of the testing system, not just a person at the end of the line stamping the piece pass or fail."

When the students have completed the year-long course, they will have learned

to test communications, navigation and airborne weapons systems, the aerodynamics of the aircraft as well as its performance, stability and control.

"I look at the school as an opportunity to do more in the Navy," said LT Virgil Whitlow, a prior enlisted corpsman who went on to get his math degree and commission and be accepted to flight school. "The Test Pilot School has a proud heritage that every pilot should know about."

It's a heritage that has taught some of the greatest pilots to date, including Alan Shepard, John Glenn and Jim Lovell to name a few.

So if you know what coherency pulse train, doppler shift and vortex induced velocity means, and have a fair grasp on angular acceleration, side lobe return and trailing fields, then this is the place for you.

USNTPS continues to train the world's finest test pilots, giving them the skills that keep our aircraft the best in the world.

Watson is a photojournalist assigned to All Hands.

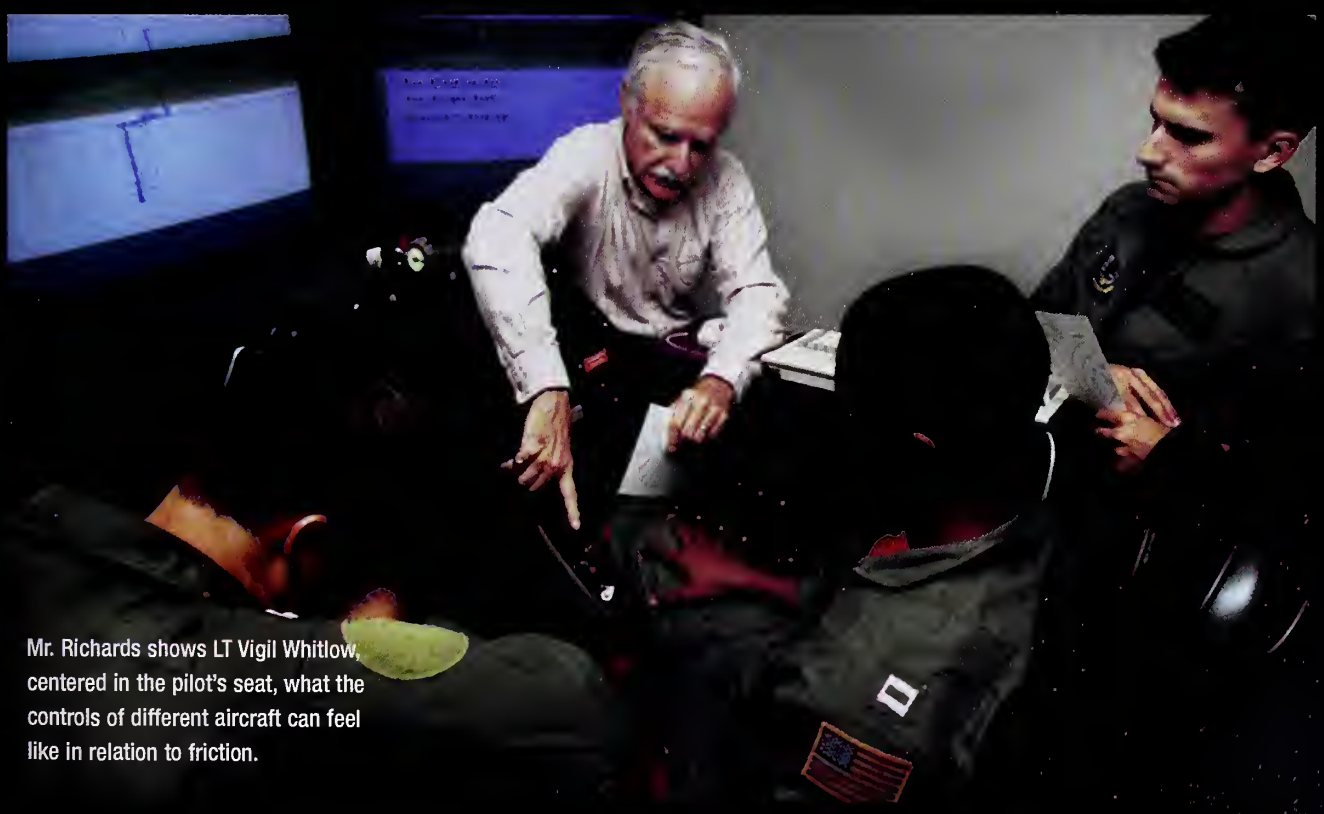


LCDR Michelle Guidry receives instruction from USNTPS Instructor Mike Landmann on a radar simulator used to demonstrate changes in radar parameters.



Photo courtesy of USNTPS

Above: A T-A4 decorates the entrance to the USNTPS at NAS Patuxent River, Md., where more than 75 students each year learn to push the limits of today's high-tech aircraft.



Mr. Richards shows LT Vigil Whitlow, centered in the pilot's seat, what the controls of different aircraft can feel like in relation to friction.

cybersailor@mediacen.navy.mil

CyberSailor

THE Genie IS OUT OF THE BOTTLE

OK, I'm sure you've heard it before … maybe even from CyberSailor … But I've found this great website – really - where all your hopes and dreams can come true. Well, maybe not all your hopes and dreams, but if you've ever wished you knew more about why your shop's network connection is sooooo slow, what the heck a JavaScript actually is, or just about any other computer programming, networking or operating system training wish you've ever had, the Navy has let your genie out of the bottle.

What's more, unlike Ali Baba's technologically-deprived specter (Rub a lamp? How first millennium!), the Navy's genie lives on the Internet, and can be summoned from home, work or anywhere else you can access the World Wide Web! Not only that, but you'll get more than three wishes from this genie. Better than 400 more. Call it a netgenie, if you like, since it may help you remember the address, http://usn.netg.com. Best of all, this genie will grant the wishes of any active-duty Sailor, Naval Reservist, or DON government service employee.

Here's some background on what this test site is all about.

It seems the Navy was spending a whole lot of money and losing man-hours to send people to schools all over the world, learning everything from Microsoft Word to gaining a network administrator certification. With a slew of companies offering those same classes online, Navy leadership realized that by contracting with one of them to deliver the courses through the net, more people could be trained at a huge savings of cost and time. Enter NETg, the company the Navy, in partnership with the National Security Agency, chose to offer the services.

What is currently offered on the site is nothing less than spectacular: Full MCSE Certification, (kind of the networking equivalent of a bachelor's degree, I'm told) is available at the click of your mouse. Oracle Certified Database Administrator? Just navigate the courseware, and you're all that. Want to learn programming in C++? Log in. CGI scripting? Don't make me yawn. Of course it's there. If you're not quite ready to learn programming in PERL, the basics are there too. From navigating Windows 98, to HTML fundamentals. The list of course offerings goes on another 400 or so lines, so I'll spare you the details.

What's the catch? Well, like members of any elite fraternity, you'll need to have a secret code name and password to get access. Those insiders lucky enough to read *All Hands* magazine this month now know the code name to use is **<usn>**. Now here's the tough one – the password is … **<usn>**. Got that?

The process of signing up for courses is also pretty painless. Here's my experience: After entering the site, I took a look at what was offered on the home page. Two links, one detailing all courses available and one showing certificate-earning curricula, allow you to browse before you sign up. I chose "A-plus certification," which is a sort of primer for those who want or need to know what all the bits and pieces inside a computer are, and how to troubleshoot hardware problems. I registered for the course by giving my name, command unit identification code (UIC), and the last six of

The appearance of commercial websites in All Hands does not imply endorsement by the Departments of the Navy or Defense.

my Social. At that point you'll be given a unique identifying number to type in each time you log on – don't lose it! Next, I downloaded and installed the application required to run the courseware – at under half a megabyte, it only took a few minutes to transfer. From there, I could go directly into the lessons, or take some preliminary tests to get a feel for my level of knowledge. Let's just say that, based on those results, I've decided to start at the beginning …

It's just that easy.

That's not to say that I have no complaints … The interface, at least to me, is a little confusing. I had to hunt around on a couple of occasions before figuring out what I was supposed to do next. But as I mentioned earlier, this site is still in the testing phase, and a link is available to offer suggestions on ways to improve the pages.

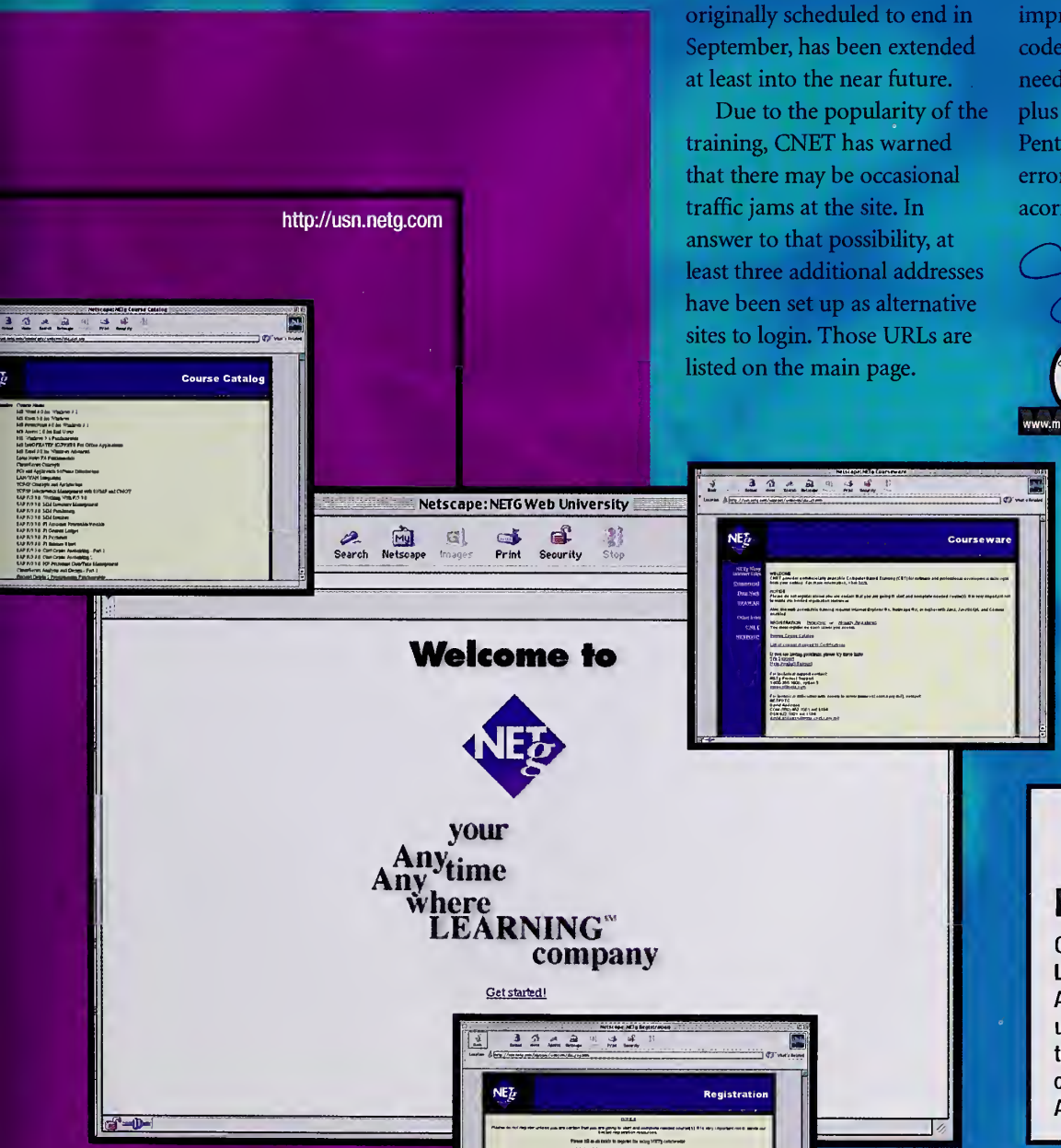
The Navy wants its people to take advantage of this, and to provide feedback. Apparently, there are lots of you who have. According to the Chief of Naval Education and Training (CNET), more than 14,000 people, 5 ships and 12 remote sites are using the system. It has been so successful that the program, originally scheduled to end in September, has been extended at least into the near future.

Due to the popularity of the training, CNET has warned that there may be occasional traffic jams at the site. In answer to that possibility, at least three additional addresses have been set up as alternative sites to login. Those URLs are listed on the main page.

What we may be seeing here is one aspect of the future of Navy "distributed learning" training. It's not the distant future, either. It ties in neatly with the new Navy College Program, and really does represent a revolution in education opportunities for Sailors.

By following the lesson plans on NETg, it won't be long before I'll be calling Bill Gates to offer suggestions on improving Windows 2000 code. In the meantime, I'll need to continue studying A-plus to find out why my classic Pentium 120 keeps sending me error messages asking for more acorns for the squirrel inside.

Cyber Sailor



www.mediacen.navy.mil

www.mediacen.navy.mil

Our pages runneth over! Limited space and ruthless All Hands editors have forced us to go cyber. When you see this icon you can find more on that feature story on our All Hands website.

Eye on the Fleet

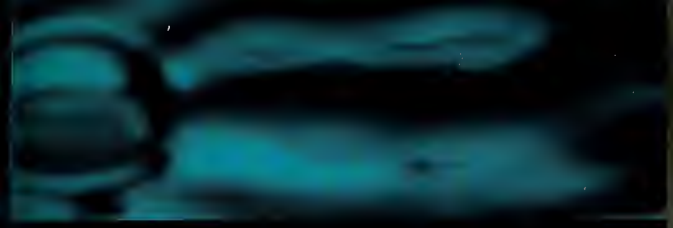
EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



Flashlight Fun

BM3 German Cruz from Camden, N.J. directs an AV-8B *Harrier* to take-off position during flight operations on board USS *Bataan* (LHD 5).

Photo by PH3 Christopher M. Staten





irming Up

Several different classes of surface combatants came together during a Y2K operational testing exercise on the Pacific Ocean. From front to back: USS *Vincennes* (CG 9), USS *John S. McCain* (DDG 56), USS *John Cushing* (DD 85) and USS *Gary* (FFG 51).

Photo by PH1 Wade McKinnon



The Daily Grind

BMSA Gian Moreno uses a deck crawler to remove tile from spaces aboard the aircraft carrier USS *Constellation* (CV 64). *Constellation* is entering the Arabian Gulf in support of Operation *Southern Watch*.

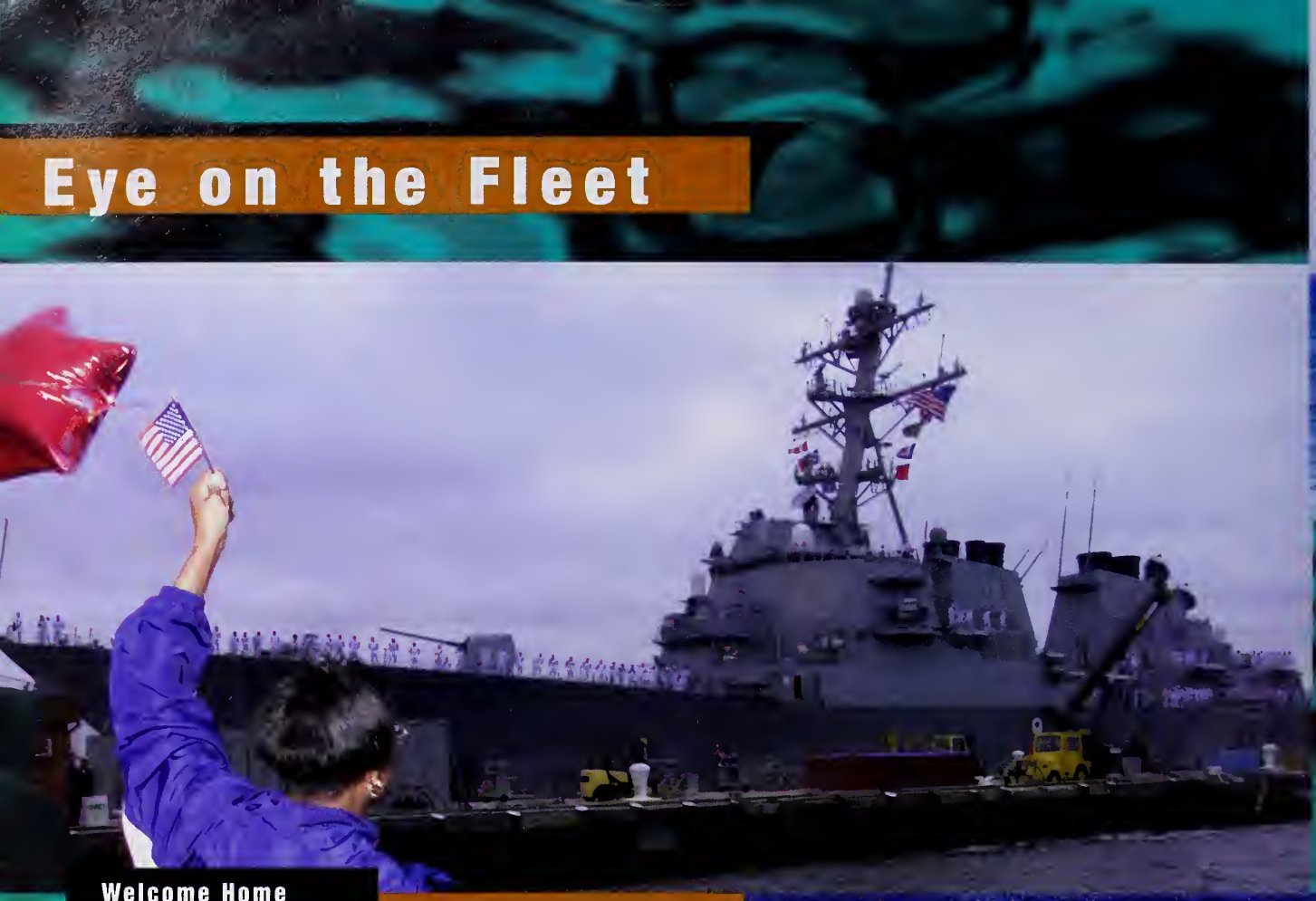
Photo by PH3 Charles E. Alvarado

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Eye on the Fleet



Welcome Home

Kim Robinson of Norfolk, welcomes USS *Ross* (DDG 71) back to Norfolk following the completion of a scheduled six-month deployment. Robinson's sister RM1 Tamita Robinson is a crewmember aboard *Ross*.

Photo by PH2 Leland Comer



High Seas

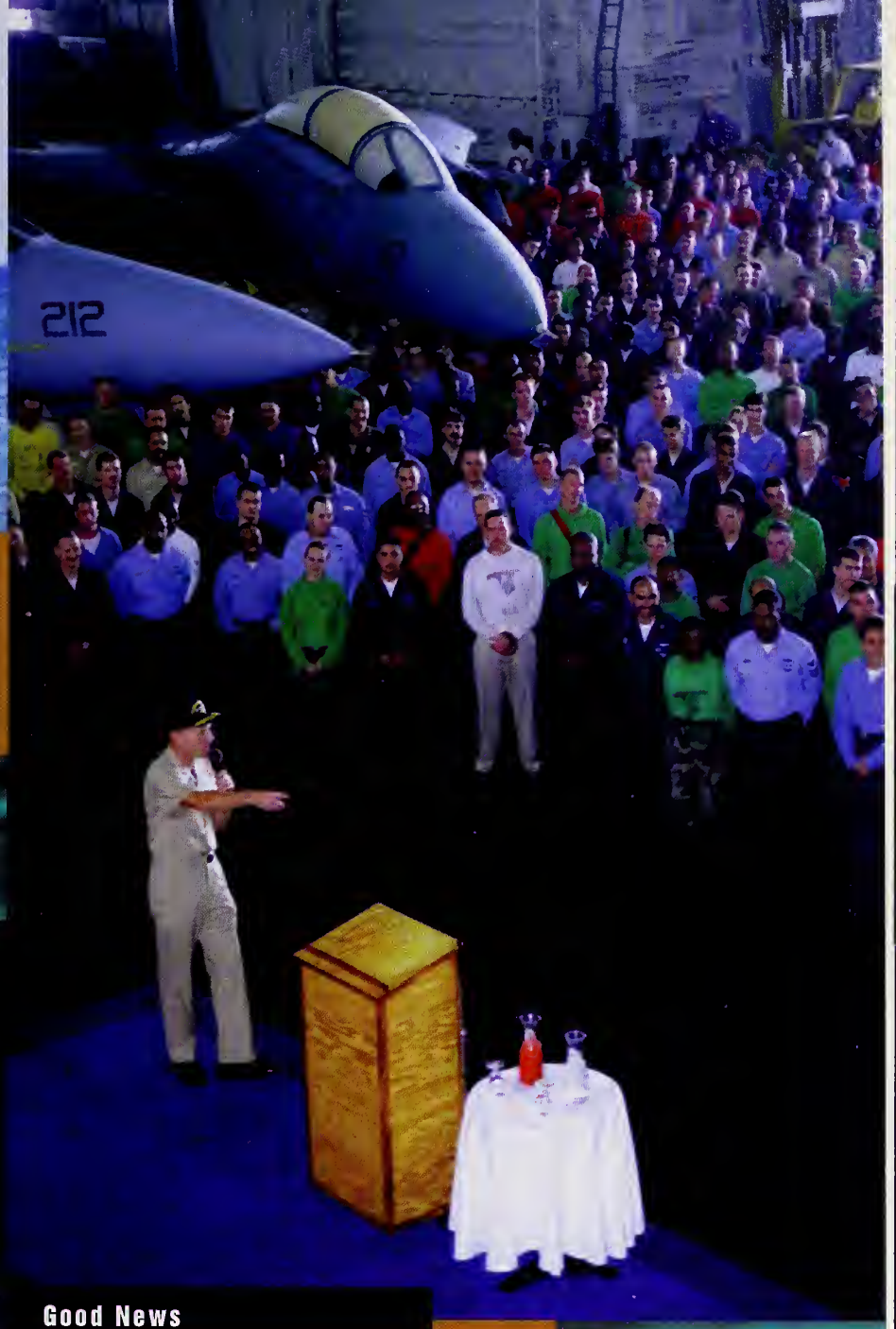
A rescue swimmer assigned to the U.S. Navy Helicopter Anti-Submarine Squadron (HS) 11, rescues one of eight crewmembers from the ill-fated *G Majesty* which sank in 30-foot seas off the coast of Florida, during Hurrica Floyd. HS-11 was dispatched from USS *John F. Kennedy* (CV 67) which wa operating one day after putting to sea in an effort to ride out the hurricane



Fun in the Sun

An unidentified Sailor takes the plunge with his shipmates while enjoying liberty in Rhodes, Greece.

Photo by PH1 Dennis Taylor



Good News

During his brief stay aboard USS *Theodore Roosevelt* (CVN 71) Chief of Naval Operations ADM Jay Johnson addresses the ship's crew members assembled in the hangar bay.

Photo by PH2 Johnny Grasso

Final Word

Unwearable, government-issued Socks

By JO1 Robert Benson

Every wacko – wait, that's not fair, start over. …

Every "peculiar" person East and West of the Mississippi River has written retired Navy Chief Allan Gordon at the White House Post Office at one time or another. The letters flood in; dozens, sometimes hundreds per day, in big brown mail boxes to the Washington, D.C., mailroom where he now volunteers his time sorting correspondence which is presidential in nature.

Some of the letters he receives are written on the back of soup can labels; some are scribbled on wrinkled, torn sheets of paper; others are meticulously-prepared, multi-page manifestos created on high-end, word processors. They come in all-size envelopes – brown ones, white ones, purple, pink and blue ones.

Some come from the United States, others from overseas. Many have the "to" address pieced and glued together from magazine type (ransom-note style) and are mysteriously void of return addresses. Some leak. Others make noise.

"All the mail is X-rayed before I receive it," said Gordon. "I need a special Secret Service clearance to do what I'm doing."

The letters aren't for the "First Family," they're for someone a little lower on the food chain – way down there, by the ankles – Socks, the cat, and Buddy, the dog. Gordon, who is 82, has the distinction of being the official spokesperson for the President's pets.

The address Gordon usually sees on envelopes is "SOCKS THE CAT, IN CARE OF THE WHITE HOUSE, 1600 PENNSYLVANIA AVE., WASHINGTON, D.C." Sometimes it simply reads "SOCKS" and still ends up in his paws … er … hands. Local postal handlers should know the name; to date, Gordon says his team of postal volunteers has processed more than 2 million pieces of mail bound for the White House.



Lassie, "Ol' Yeller" and Garfield, step aside. There are a couple of new movers and shakers in town.

Gordon pulls a letter from a stack from someone claiming to be a cat, inviting him to chase mice in the Colorado foothills. He's also received letters from people who mistakenly thought they were canaries or turtles.

"Dear Socks," begins one letter, typifying how most read. "Is it nice living in the White House? I used to have a dog but we had to sell it because it scratched a little boy on a tricycle, then the police officer."

Another letter read: "Dear Socks, My cat is a big fan of you Socks. But I think she's afraid of Buddy. Me and my cat would like to have both of your paw print."

"I write all of them back with a standard form reply," Gordon said, displaying a card with a short thank you message from Socks along with his paw prints. "I'm not allowed to write comments, but oh, would I love to!"

Gordon has been working in the mailroom since 1993. Initially he had a team of 40 people; but now, as Socks and Buddy are no longer front-page news, the staff has dropped to 10 people. "At one time we were getting 30,000 to 40,000 letters a month," he said. During the summer, the number is likely to taper off. "When school is out and people are on vacation, mail to the cat and dog drops off," Gordon added.

Gordon said all the mail is the personal property of the Clintons.

To show his gratitude, Socks has made three official visits to meet with Gordon at the Naval Home where the mail is sorted. The staff rolled out the red carpet, put on their finest suits and formed an official greeting line.

Socks was placed on a table, and the residents filed by to take pictures, touch, pet and fondle the First Feline.

Apparently overcome with emotional fatigue, the cat stretched, curled up into a ball and fell asleep.

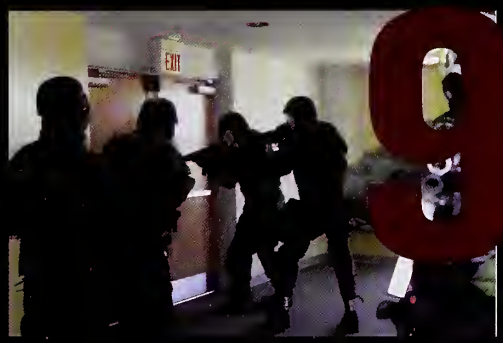
As a result, Socks was unavailable for comment.





Crystal Breakers 99





counter terrorism, hostages, ASF, TERRORISTS,

explosive devices,

chemical weapons,

Ready for anything: It's more and more common these days — but preparing for the potential terrorist threat is becoming a fact of life. All elements of a Tom Clancy novel were present when some 150 personnel from 16 different federal and military agencies recently gathered together on Anacostia Naval Annex, Washington, D.C., for Crystal Breakers '99. The exercise was effective in strengthing ties between local agencies and the Navy and highlighted everything from terrorist engagements to counter-intelligence interviews with hostages.





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